

Tipp City Main Street Corridor Study

Conceptual Recommendations

Kinzelman|Kline, Inc.

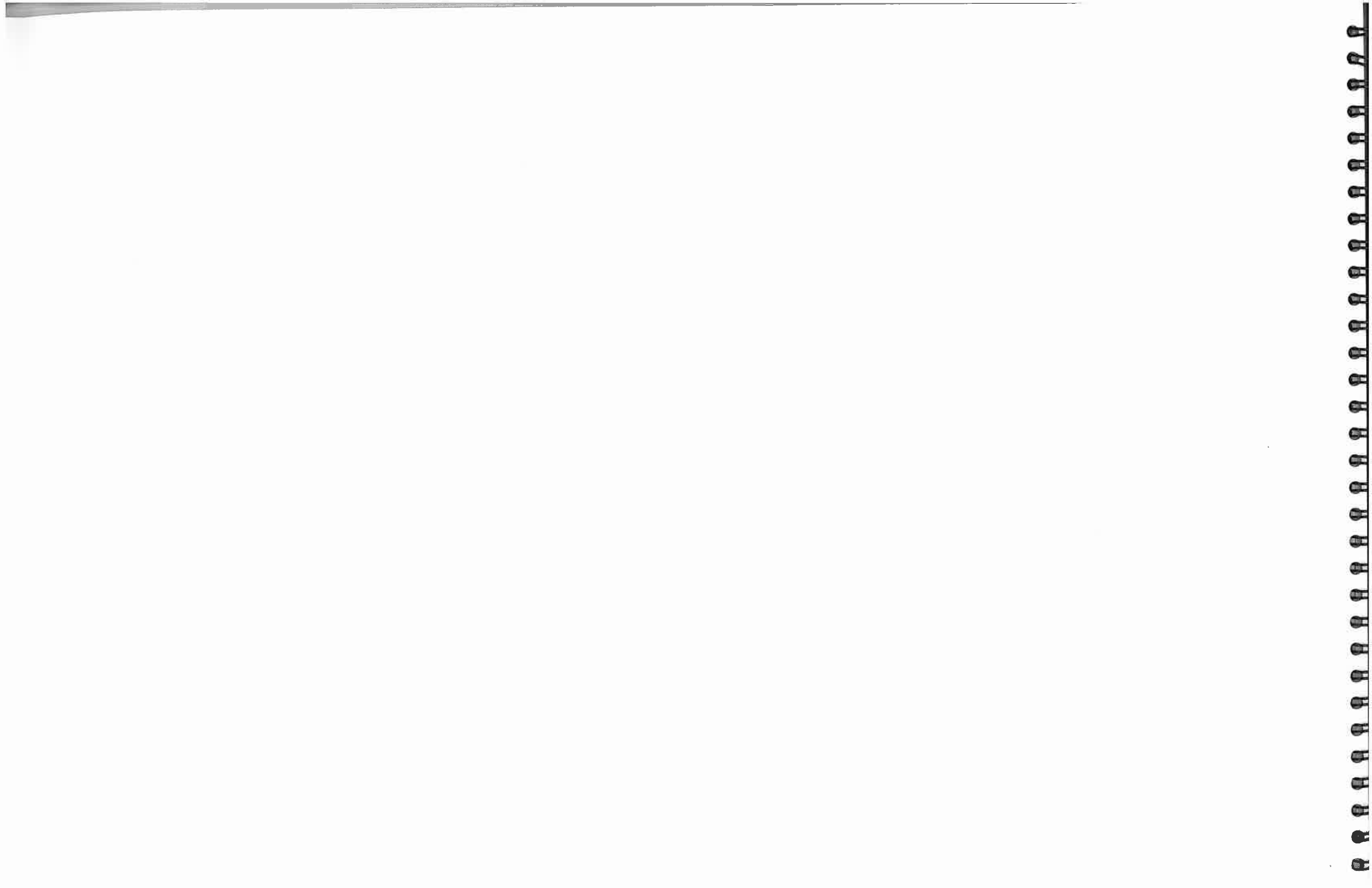
Lockwood Jones and Beals Inc.

John Poe & Associates

LSR Consultants



April, 2000



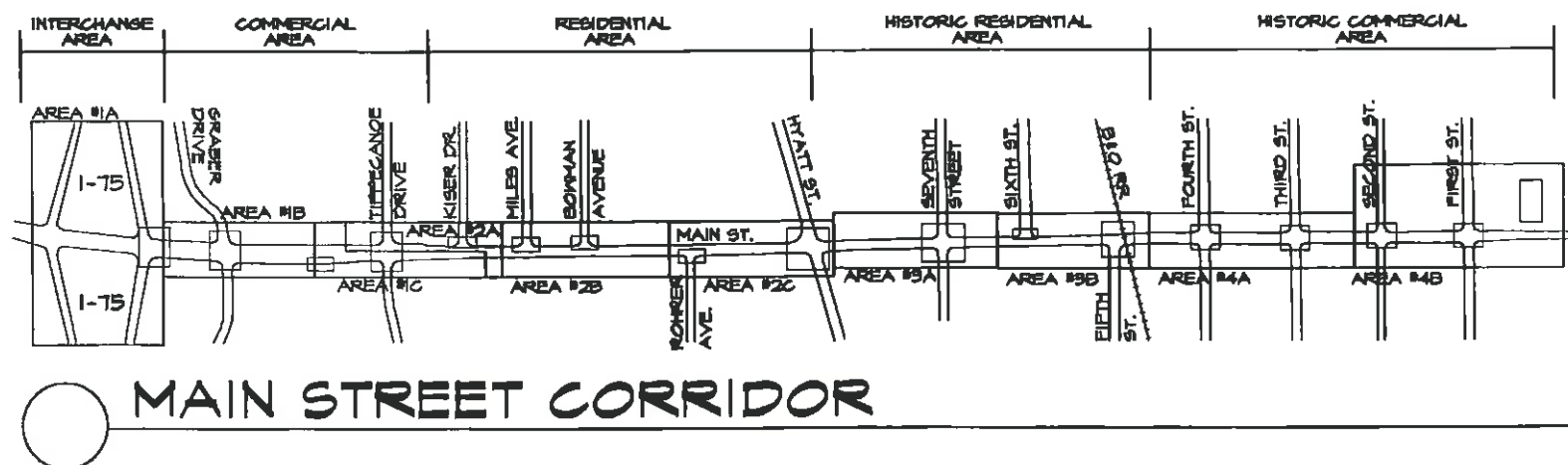
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Conceptual Recommendations

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Tipp City Main Street Corridor Study

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1.1 Introduction

(excerpts from Request for Proposal)

Tipp City is a growing community, which has experienced a 24% increase in population from 6,027 persons in the 1990 census to about 7,500 today.(1998) Together with 6,500 residents in adjacent unincorporated areas, the Tipp City area now has a population of over 14,000 persons. It is currently the fastest growing city in Miami County, at least partially because of its location at the northern edge of the Dayton metropolitan area. Miami County remains largely rural though it has experienced growth, particularly in the cities of Tipp City and Troy. Improved economic conditions for individuals allowed a decade-long housing construction boom, which made communities like Tipp City very attractive to new homebuyers.

Fortunately, a tradition of careful planning and financial stability has allowed Tipp City to meet the changing demands of its growth. Modern utility systems have been expanded to accommodate not only existing needs, but also improved service and expected increases. New industrial and commercial areas are being developed with necessary transportation and other infrastructure improvements. An aggressive program of street reconstruction has rebuilt nearly the entire street network in the oldest part of town, and is now making capacity improvements in more recently developed areas. New and expanded community facilities have been provided to meet increased service needs. Other community planning efforts are also in progress, including a facility study of the township-wide local school district. Private property values have increased continuously, encouraging private investment in new as well as older buildings.

Tipp City's growth trend has impacted many aspects of the community, especially the Main Street Corridor, which includes the community's principal commercial centers. In keeping with its strong planning tradition, the City of Tipp City wishes to make future improvements along this corridor in a coordinated manner that will provide a very high over-all quality while addressing the concerns of increasing automobile and pedestrian traffic.

Tipp City's Main Street Corridor contains the community's busiest thoroughfare and its major connection to Interstate Route 75. It also serves as the principal east and west entries to the City. Part of this corridor also includes the "Old Tippecanoe Restoration District," which is listed on the national Register of Historic Places. The Restoration District is made up of the Downtown Central Business District and a residential area of renovated period houses. A more recent element in the corridor is a 1970's era shopping center just east of the Interstate Route 75 exchange. This shopping center has recently changed ownership, and new investment is expected to increase its occupancy.

The Main Street Corridor is actually composed of several different neighborhoods or subareas. At the I-75 interchange, the area is a combination of highway and community services such as gas stations, shopping centers and smaller business properties. Within this document it will be referred to as the Commercial Area. To the north of this commercial area there are several subdivisions of single family homes, dating from the 1950's, 1960's, and 1970's. To the south, there is a transitional area with modern offices, a mix of apartment styles, and a large planned development of single family homes that were built over a period of 20 years.

To the east, past Tippecanoe Drive, there is a small residential neighborhood dating from the period during World War II, herein referred to as the Residential Area. The residential neighborhoods to the south predate that war.

At the intersection of Main Street and Hyatt Street, there is a small commercial area that also includes the primary station for the Tipp City Fire and EMS Departments. To the east, the Restoration District, which will be referred to as the Historic Residential Area, includes primarily single family historic homes, most of which have been restored.

The CSX Railroad crossing marks the division between the Historic Residential Area and the Downtown Business District, or Historic Commercial Area, as it will be referred to in this document

The Historic Commercial Area includes a lively mix of retail, offices, banks, restaurants, specialized services, and even an independent grocery store half a block to the south. Cross streets were originally laid out with wider widths, to serve industrial areas that remain at what once were the north and south edges of Tippecanoe City. The eastern edge of the Historic Commercial Area is considered to be the old Miami and Erie Canal bed, which still includes Lock 15, less than 100 feet off of Main Street. East of the Canal Lock, the land drops off to the flood plain of the Great Miami River, which also serves as part of the Taylorsville Dam Retarding Basin. State Route 571 continues from this area east, across the Great Miami River, to State Route 202 and to New Carlisle, in Clark County.

1.2 – Project Scope

The Main Street Corridor Study will analyze the entire area along Main Street from Interstate Route 75 to the vicinity of Miami & Erie Canal Lock 15. This area is approximately 6,000 feet long. The project is a comprehensive look at the entire corridor including linkages to adjacent neighborhoods and covering the elements of a typical corridor plan. The Study provides general guidance for future redevelopment, as well as for public and private improvements along the Main Street corridor. The Study also provides type and style guidelines that can be applied to individual projects as they arise, and provides a listing of desired individual improvements that can be included in future budgets. These guidelines will address the following:

- Street lane configuration
- Traffic signals/Mast arms
- Street lighting-locations and style
- Curb and sidewalk locations
- Street tree locations
- Sidewalk materials
- Sidewalk amenities
- Street signage recommendations
- Priorities for improvements/Phasing
- Estimated costs for elements
- Potential sources of funding

Chapter 2 – Existing Conditions, Analysis, and Opportunities

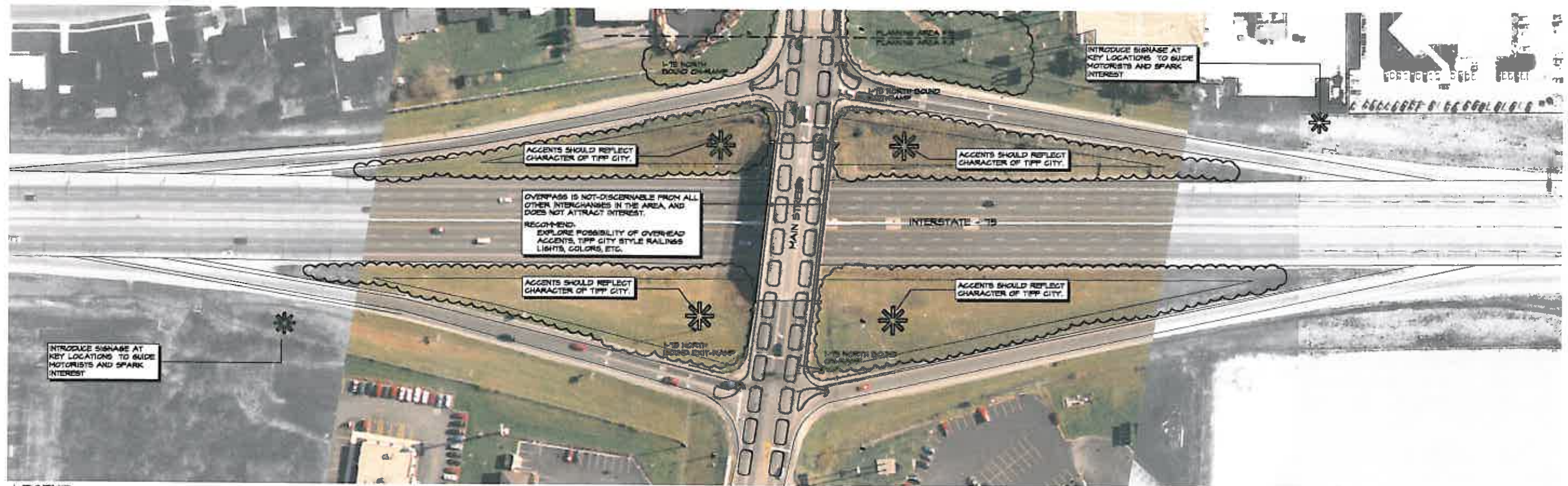
2.1 Introduction

The evaluation of the existing conditions of the Corridor was achieved through a fact gathering phase which included new aerial photography, map and data gathering, and numerous site visits. Utilizing this material, the consultant team performed a critical review of all aspects of the corridor. The results of this analysis were then recorded and graphically illustrated on the following pages.

2.2 Highway Interchange

The existing highway interchange is the primary city entrance and yet it lacks differentiation from all other interchanges. It should be utilized to inform motorists that there is something special about this exit. This first impression of Tipp City is a crucial one. It introduces the rest of the Corridor and sets the expectations of the user as they explore the site.

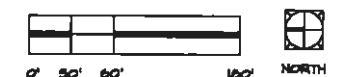
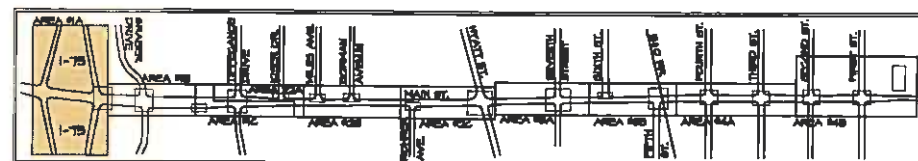
Signage, plant material, topography, and all available area should be utilized to accent the interchange. These elements must be cohesive with the commercial district in order to unify the two in a manner that allows the interchange to be a part of the whole corridor rather than a solitary focal point. It must express; "It all starts here."



LEGEND

WC ⊙	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE	⊙	EXISTING EVERGREEN TREE	↶	EXISTING AUTO TRAFFIC	⊙	REMOVE TURN LANE AND RELOCATE CURB.
⊙	WOOD ELECTRIC POLE	⊙	AREA TO BE ENHANCED	↶	INTERSECTION CORNER TO BE ENHANCED	⊙	EXISTING CURB CUT TO BE REMOVED
⊙	PROPOSED HISTORIC PEDESTRIAN LIGHT FIXTURE	↶	EXISTING VIEW TO BE SCREENED	⊙	POTENTIAL PEDESTRIAN AUTOMOBILE CONFLICT	⊙	INTRODUCE VEGETATION IN THIS AREA
WC ⊙	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE	↶	EXISTING VIEW TO BE MAINTAINED				
⊙	EXISTING DECIDUOUS TREE						

INTERCHANGE AREA
THE INTERCHANGE IS THE PRIMARY CITY ENTRANCE AND YET IT LACKS DIFFERENTIATION FROM ALL OTHER INTERCHANGES. INTERCHANGE SHOULD BE UTILIZED TO INFORM MOTORISTS THAT THERE IS SOMETHING SPECIAL ABOUT THIS EXIT. IT SHOULD BE EXPERIENCED AS A FIRST IMPRESSION OF TIPP CITY. UTILIZE PLANT MATERIAL, TOPOGRAPHY, AND ALL AVAILABLE AREA TO ACCENT THE INTERCHANGE. INTERCHANGE SIGNAGE AND DESIGN ELEMENTS MUST BE COHESIVE WITH THE COMMERCIAL DISTRICT IN ORDER TO UNIFY THE TWO AND INDICATE "IT ALL STARTS HERE"



INTERCHANGE AREA
ELEMENTS TO BE THE SAME IN ALL DISTRICTS:
-COLOR AND TEXTURE OF PAVERS
-COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE
ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:
-SIZE AND OUTPUT OF LIGHTS
-SIZE AND TYPES OF TREES
-SPACING OF TREES
-SIZE OF PAVERS

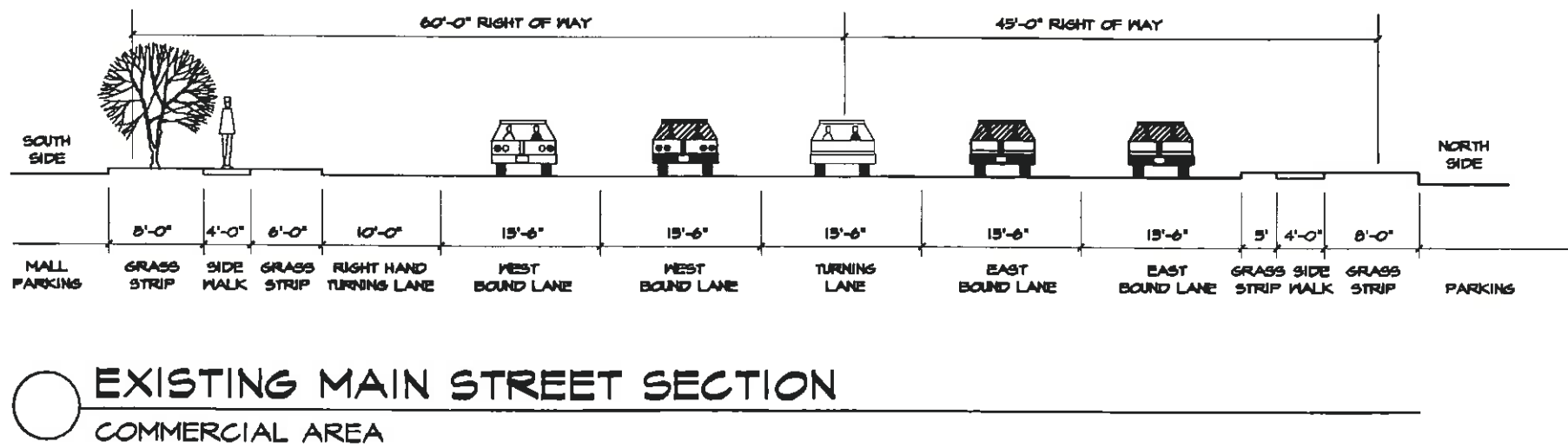


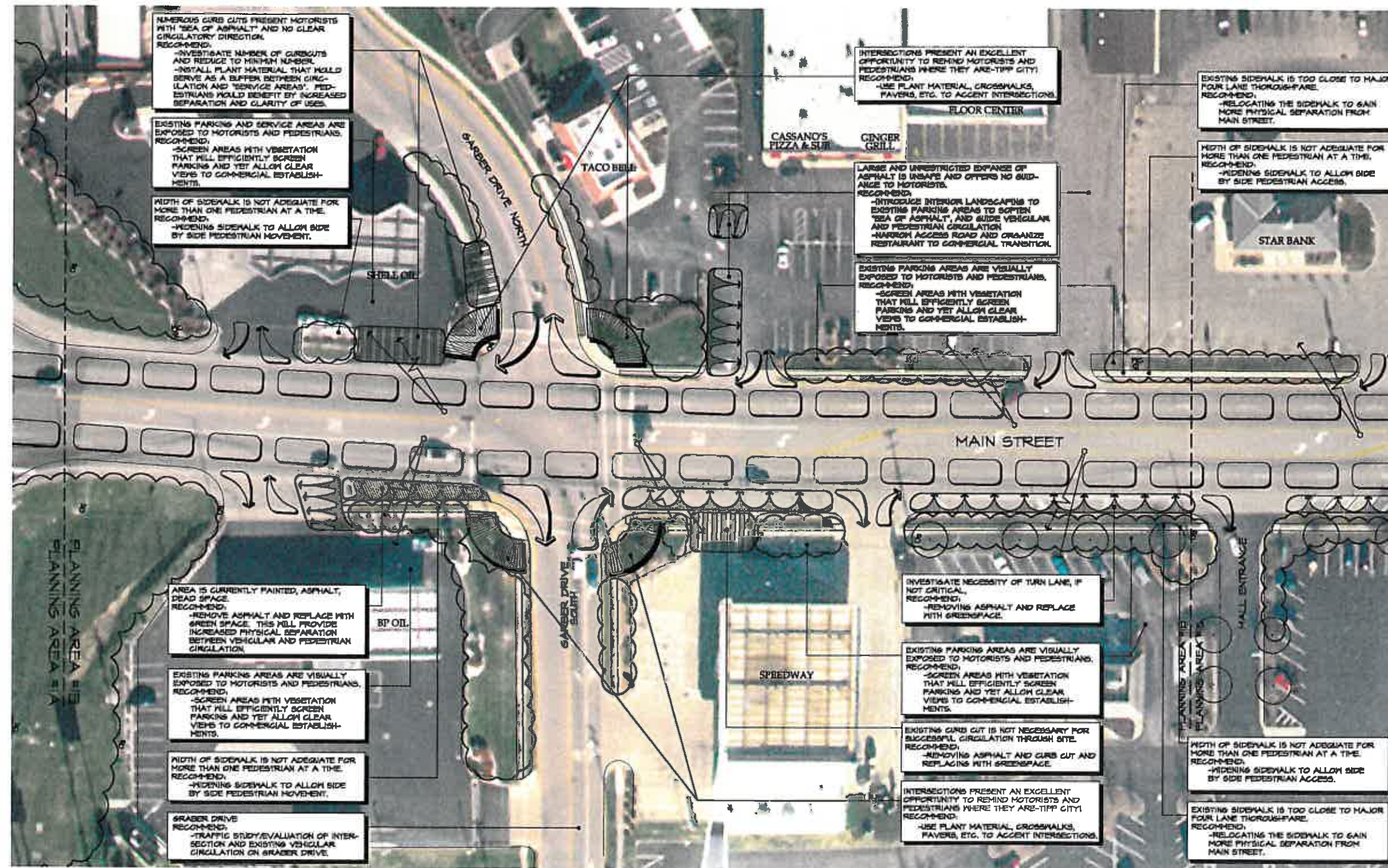
2.3 Commercial District

The commercial district shows signs of “highway clutter” commonly found in areas located adjacent to a highway interchange. Signage code issues need to be re-examined in this district in order to maintain a unified Main Street corridor. The existing signage does not express to the user a deliberate and cohesive commercial area nor does it relate to the rest of the Main Street corridor. The revised codes should create signage that reflect the overall character of Tipp City and serve to maximize sign efficiency.

Furthermore, the commercial district lacks visual cues and clear circulation routes necessary for convenient pedestrian circulation. Proposed improvements must maintain commercial scale and vehicular circulation while addressing pedestrian circulation and experience. This will maximize vehicular efficiency while minimizing pedestrian/vehicular conflicts.

Existing utility poles and above ground wires (telephone, cable, lighting, and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. Consider introduction of mast arm signal poles at all applicable intersections, and possible replacement of existing cobra-light fixtures.



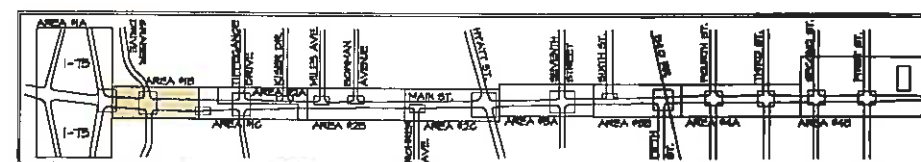


COMMERCIAL DISTRICT

COMMERCIAL DISTRICT SHOWS SIGNS OF 'HIGHWAY CLUTTER'. REVIEW AND MODIFY SIGNAGE CODES TO REFLECT CHARACTER OF TIPP CITY AND MAXIMIZE SIGN EFFICIENCY.

COMMERCIAL DISTRICT LACKS VISUAL CUES AND CLEAR CIRCULATION ROUTES NECESSARY FOR PEDESTRIAN CIRCULATION. PROPOSED IMPROVEMENTS MUST:

- MAINTAIN COMMERCIAL SCALE AND VEHICULAR CIRCULATION WHILE ADDRESSING PEDESTRIAN CIRCULATION AND EXPERIENCE. THIS WILL MAXIMIZE VEHICULAR EFFICIENCY WHILE MINIMIZING PEDESTRIAN VEHICULAR CONFLICTS.

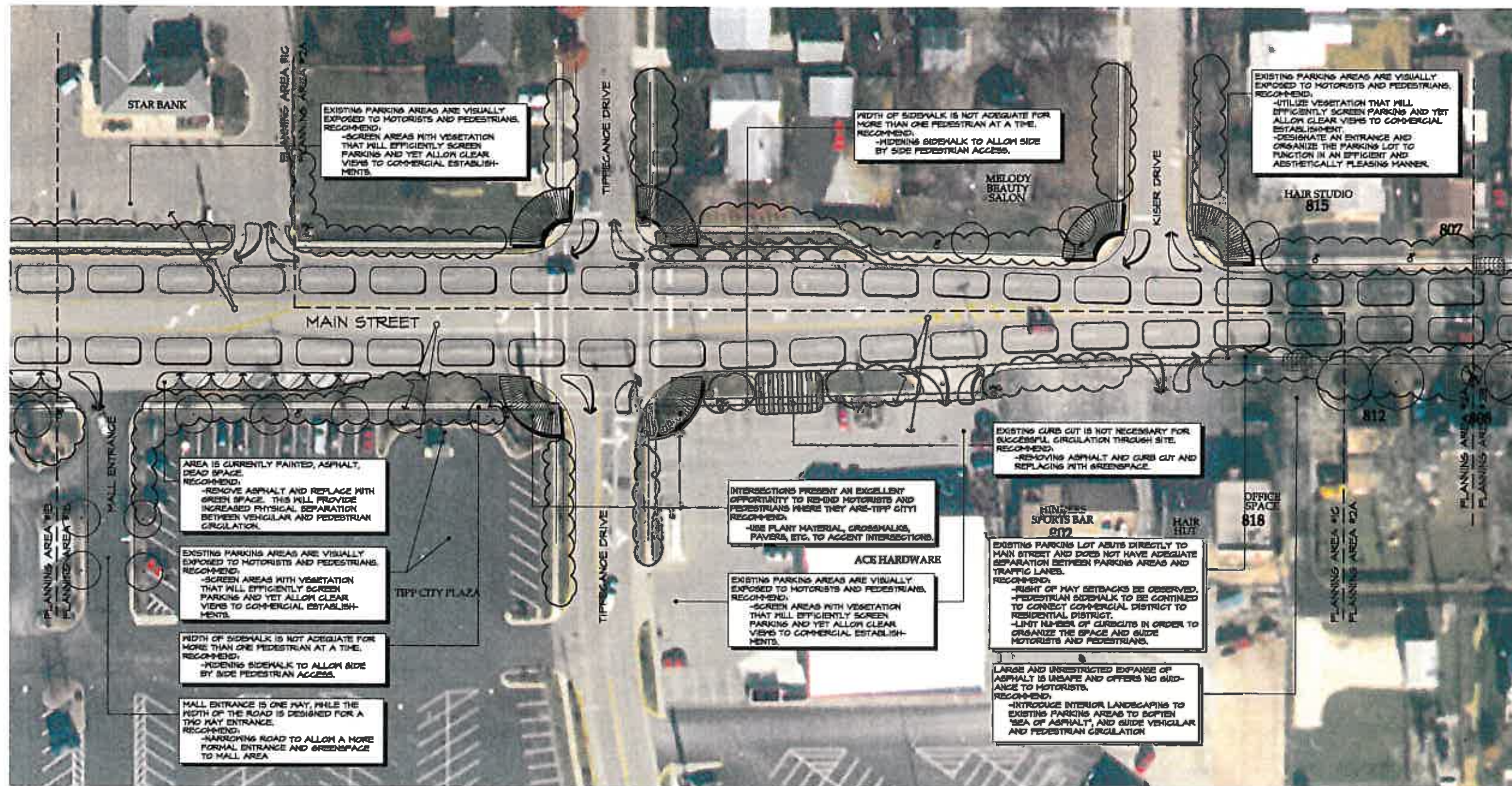


TIPP CITY MAIN STREET CORRIDOR STUDY EXISTING CONDITIONS, ANALYSIS, AND OPPORTUNITIES

COMMERCIAL DISTRICT
PLANNING AREA #1B

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LSR Consultants

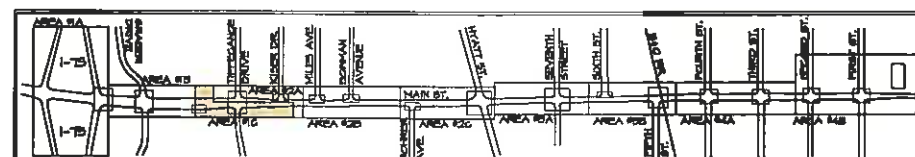
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LEGEND	
	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
	WOOD ELECTRIC POLE
	EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
	EXISTING DECIDUOUS TREE
	EXISTING EVERGREEN TREE
	EXISTING VIEW TO BE SCREENED
	EXISTING VIEW TO BE MAINTAINED
	EXISTING AUTO TRAFFIC
	INTERSECTION CORNER TO BE ENHANCED
	POTENTIAL PEDESTRIAN AUTOMOBILE CONFLICT
	REMOVE TURN LANE AND RELOCATE CURB
	EXISTING CURB CUT TO BE REMOVED
	INTRODUCE VEGETATION IN THIS AREA



COMMERCIAL DISTRICT
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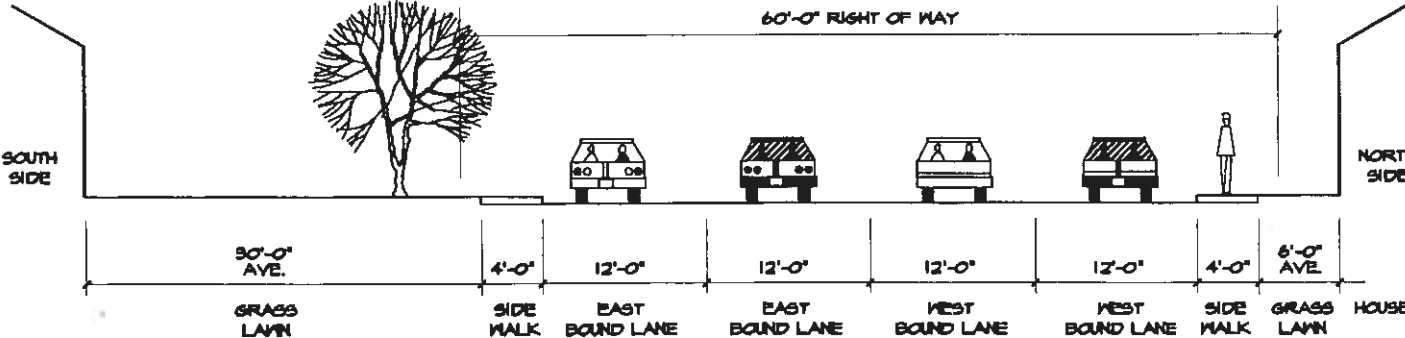
COMMERCIAL DISTRICT
 ELEMENTS TO BE THE SAME IN ALL DISTRICTS:
 -COLOR AND TEXTURE OF PAVERS
 -COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE
 ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:
 -SIZE AND OUTPUT OF LIGHTS
 -SIZE AND TYPES OF TREES
 -SPACING OF TREES
 -SIZE OF PAVERS

2.4 Residential District

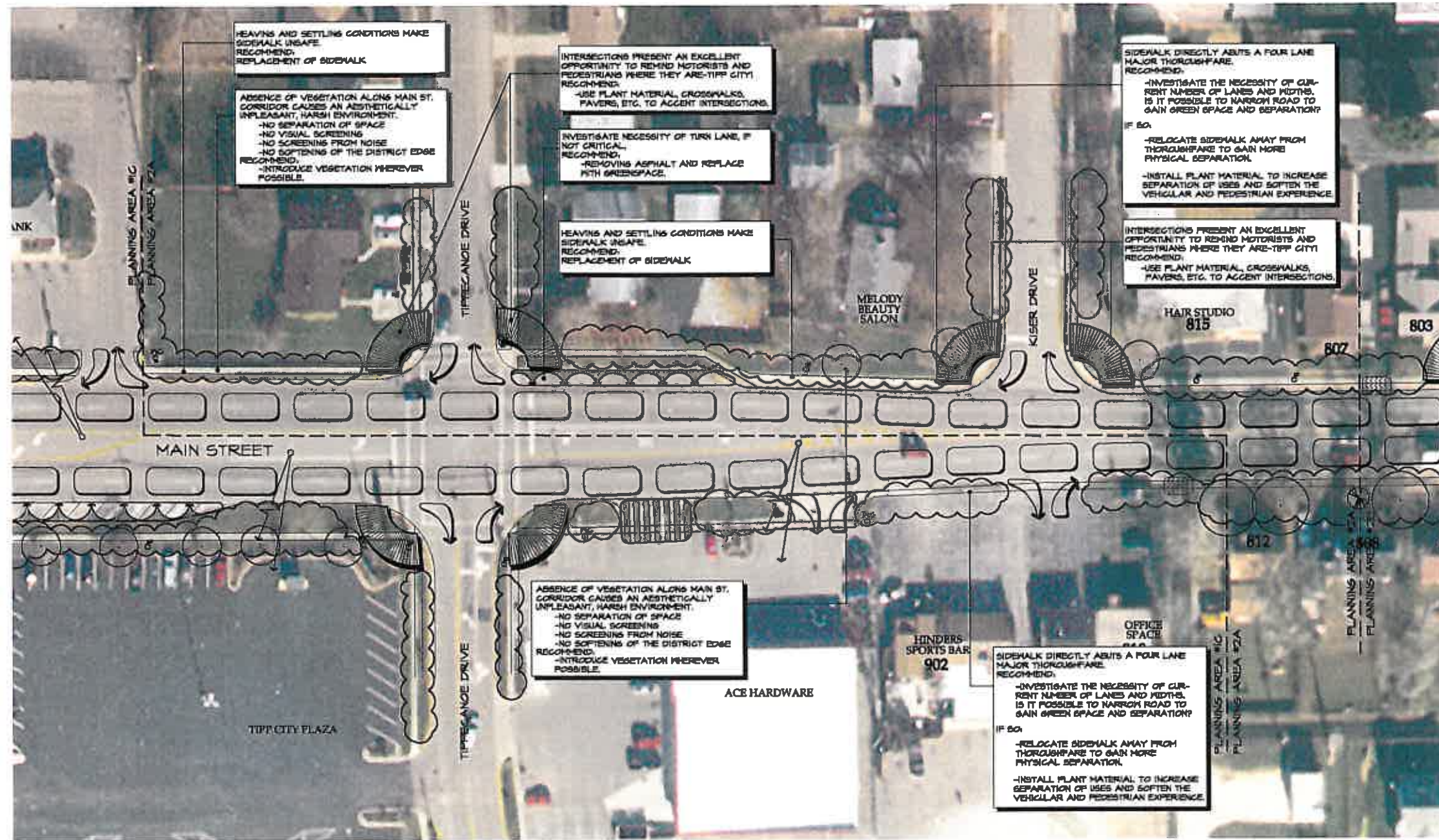
The existing pedestrian experience through the residential district is a harsh one. With no separation on the north or south side, pedestrian use of the sidewalk has all but ceased. Physical separation between vehicular and pedestrian circulation is extremely important in improving the pedestrian experience, and thereby encouraging use. A study of the vehicular requirements through the site should be undertaken and serious consideration should be given to gaining green-space and widening the sidewalk wherever possible.

Existing utility poles and above ground wires (telephone, cable, lighting, and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. Consider introduction of mast arm signal poles at all applicable intersections, and possible replacement of existing cobra-light fixtures.

Proposed improvements to streetscape in this district must relate to residential scale and special needs of the neighborhood.



EXISTING MAIN STREET SECTION
RESIDENTIAL AREA

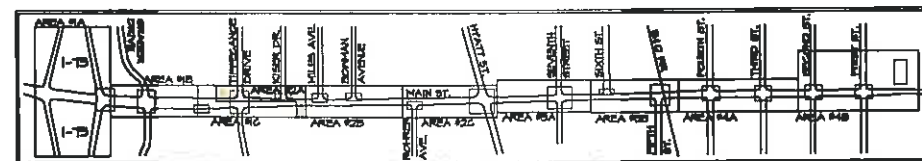


- LEGEND**
- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - E WOOD ELECTRIC POLE
 - 12' HISTORIC PEDESTRIAN LIGHT FIXTURE
 - MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
 - EXISTING DECIDUOUS TREE
 - EXISTING EVERGREEN TREE
 - EXISTING VIEW TO BE SCREENED
 - EXISTING VIEW TO BE MAINTAINED
 - EXISTING AUTO TRAFFIC
 - INTERSECTION CORNER TO BE ENHANCED
 - POTENTIAL PEDESTRIAN AUTOMOBILE CONFLICT
 - REMOVE TURN LANE AND RELOCATE CURB.
 - EXISTING CURB CUT TO BE REMOVED
 - INTRODUCE VEGETATION IN THIS AREA



RESIDENTIAL DISTRICT

- EVALUATE POSSIBLE REPLACEMENT OF EXISTING ROAD-WAY COBRA LIGHT FIXTURES
- STUDY VEHICULAR REQUIREMENTS, IS THERE AN OPPORTUNITY TO GAIN GREEN SPACE AND WIDEN SIDEWALK?
- PROPOSED IMPROVEMENTS TO STREETSCAPE MUST RELATE TO RESIDENTIAL SCALE AND SPECIAL NEEDS OF RESIDENTIAL NEIGHBORHOOD.
- EVALUATE POSSIBLE REPLACEMENT OF EXISTING ROAD-WAY COBRA LIGHT FIXTURES
- EXISTING UTILITY POLES AND ABOVE GROUND WIRES (TELEPHONE, CABLE, LIGHTING AND TRAFFIC SIGNALS) ARE VISUALLY UNATTRACTIVE.
- STUDY THE FEASIBILITY OF BURYING ABOVE GROUND UTILITIES
- EVALUATE INTRODUCTION OF MAST ARM SIGNAL POLES AT ALL APPLICABLE INTERSECTIONS.



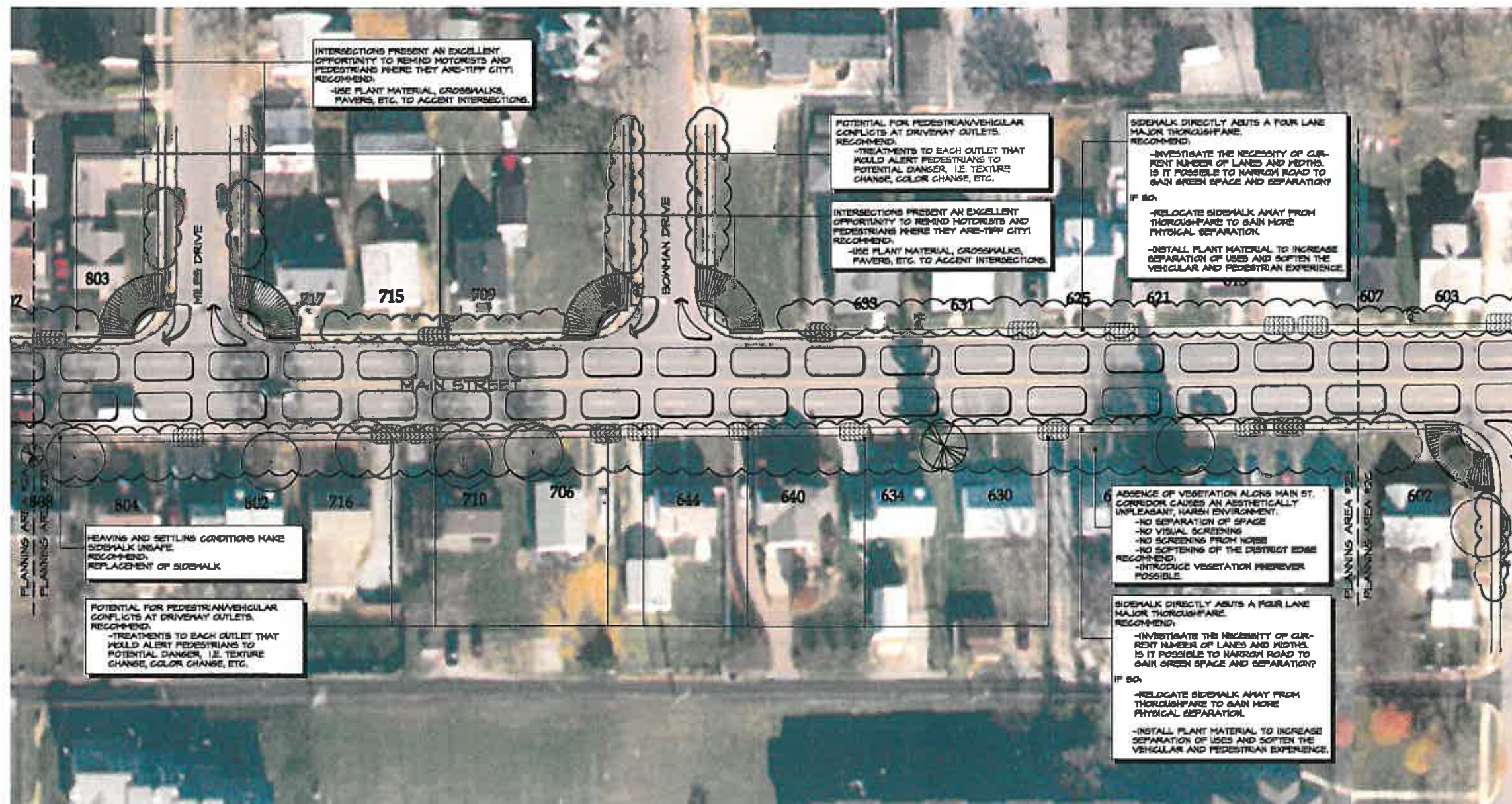
RESIDENTIAL DISTRICT

ELEMENTS TO BE SAME IN ALL DISTRICTS:

- COLOR AND TEXTURE OF PAVERS
- COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE

ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:

- SIZE AND OUTPUT OF LIGHTS
- SIZE AND TYPES OF TREES
- SPACING OF TREES
- SIZE OF PAVERS

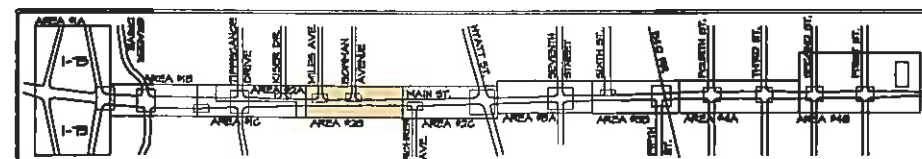


- LEGEND**
- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - 8 WOOD ELECTRIC POLE
 - 12' HISTORIC PEDESTRIAN LIGHT FIXTURE
 - MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
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 - ◐ EXISTING EVERGREEN TREE
 - ↗ EXISTING VIEW TO BE SCREENED
 - ↘ EXISTING VIEW TO BE MAINTAINED
 - ↪ EXISTING AUTO TRAFFIC
 - ◡ INTERSECTION CORNER TO BE ENHANCED
 - ▨ POTENTIAL PEDESTRIAN AUTOMOBILE CONFLICT
 - ⚡ REMOVE TURN LANE AND RELOCATE CURB.
 - ▨ EXISTING CURB CUT TO BE REMOVED
 - ☁ INTRODUCE VEGETATION IN THIS AREA



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RESIDENTIAL DISTRICT

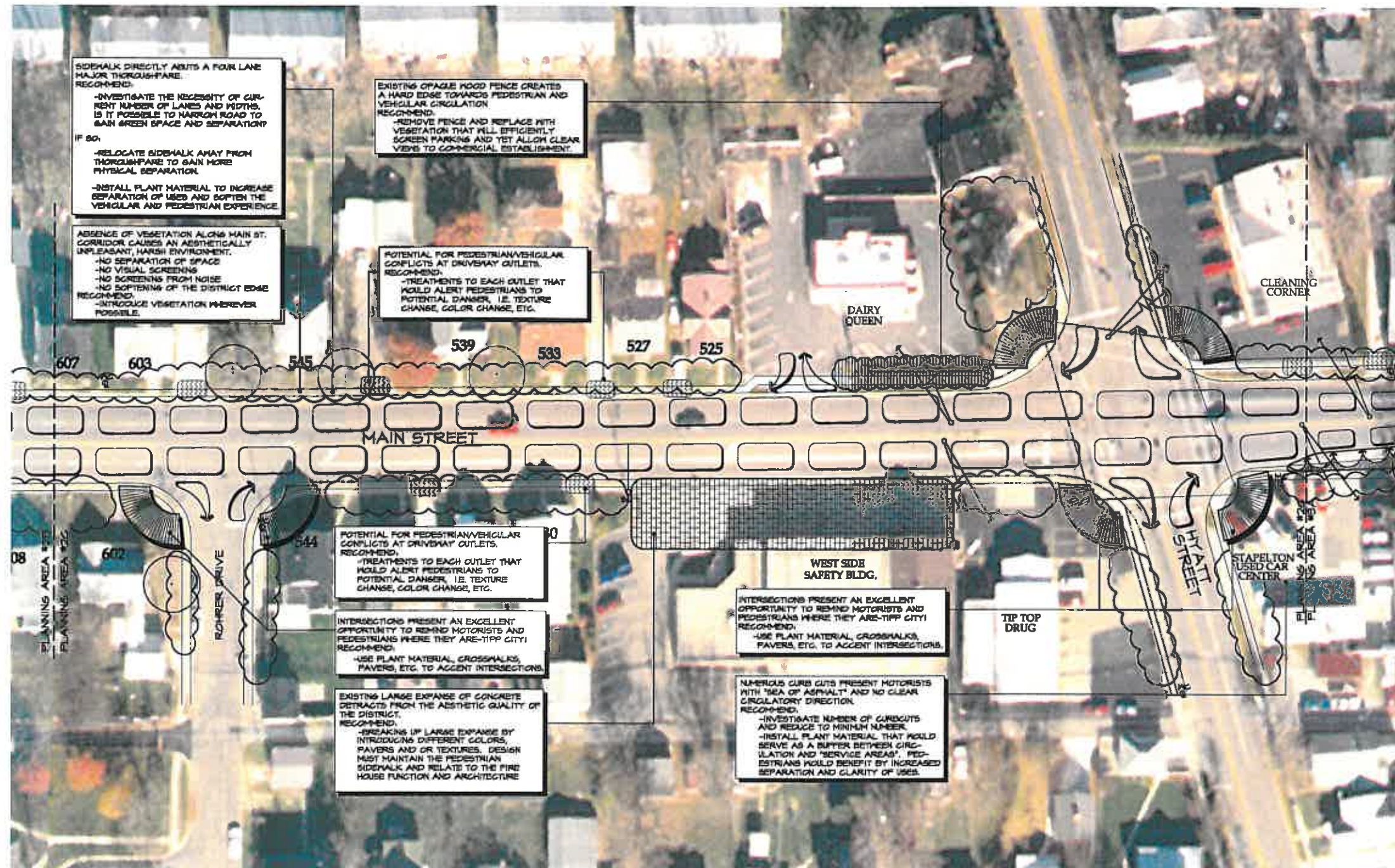
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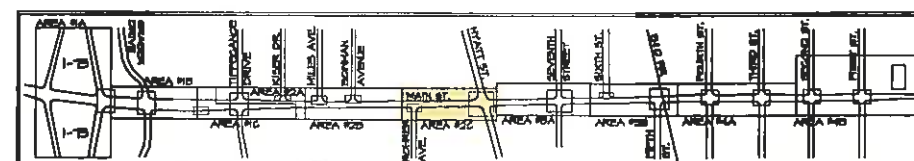
- SIZE AND OUTPUT OF LIGHTS
- SIZE AND TYPES OF TREES
- SPACING OF TREES
- SIZE OF PAVERS

TIPP CITY MAIN STREET CORRIDOR STUDY EXISTING CONDITIONS, ANALYSIS, AND OPPORTUNITIES



RESIDENTIAL DISTRICT

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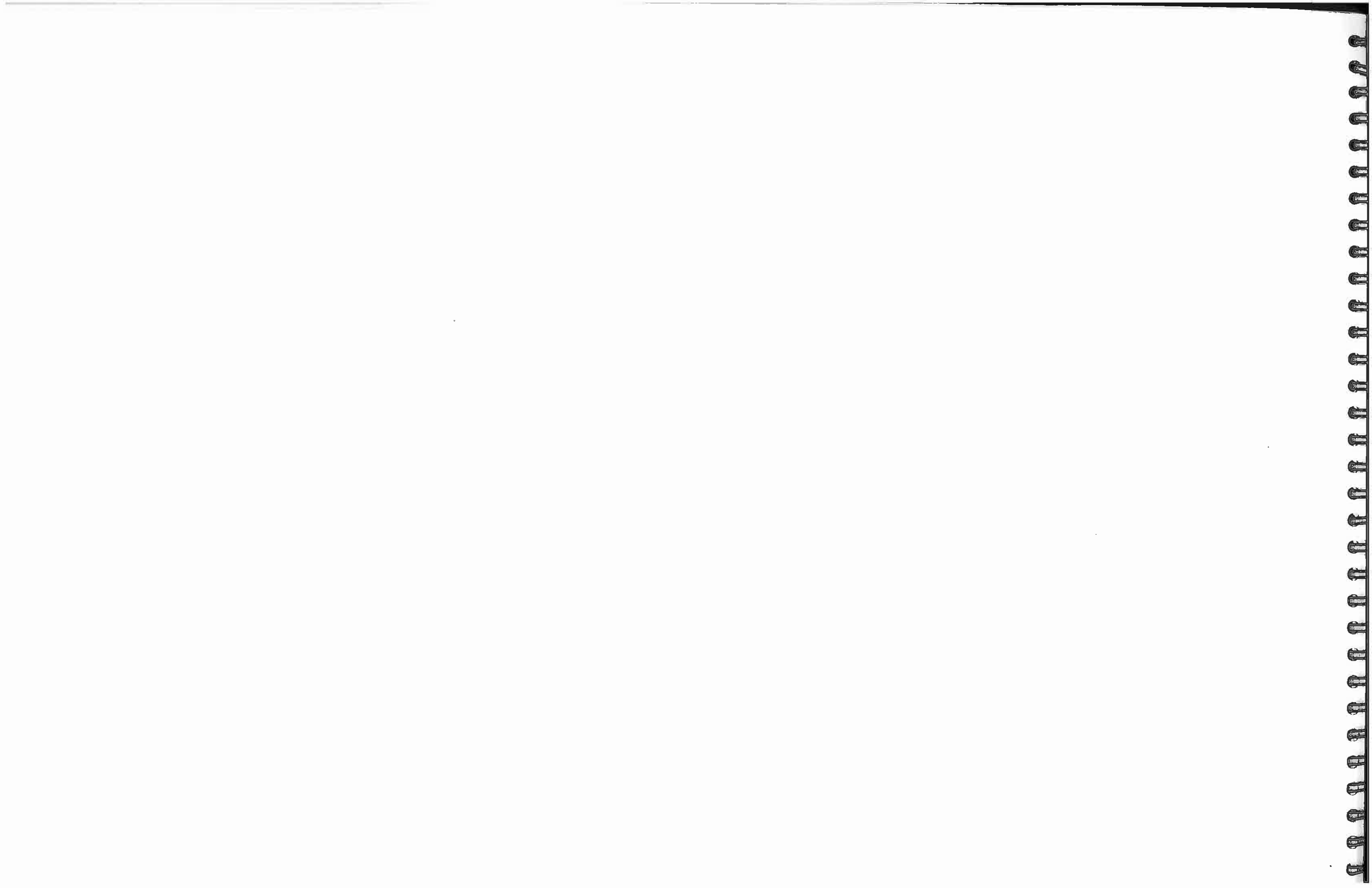


TIPP CITY MAIN STREET CORRIDOR STUDY EXISTING CONDITIONS, ANALYSIS, AND OPPORTUNITIES

RESIDENTIAL DISTRICT
PLANNING AREA #2C

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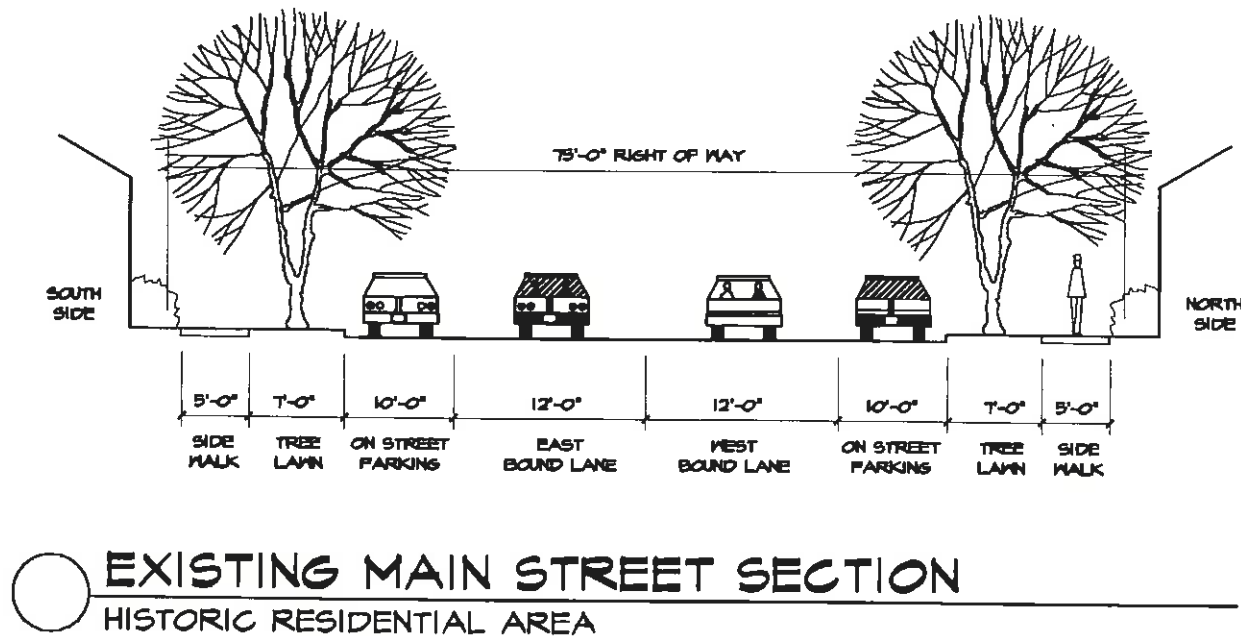


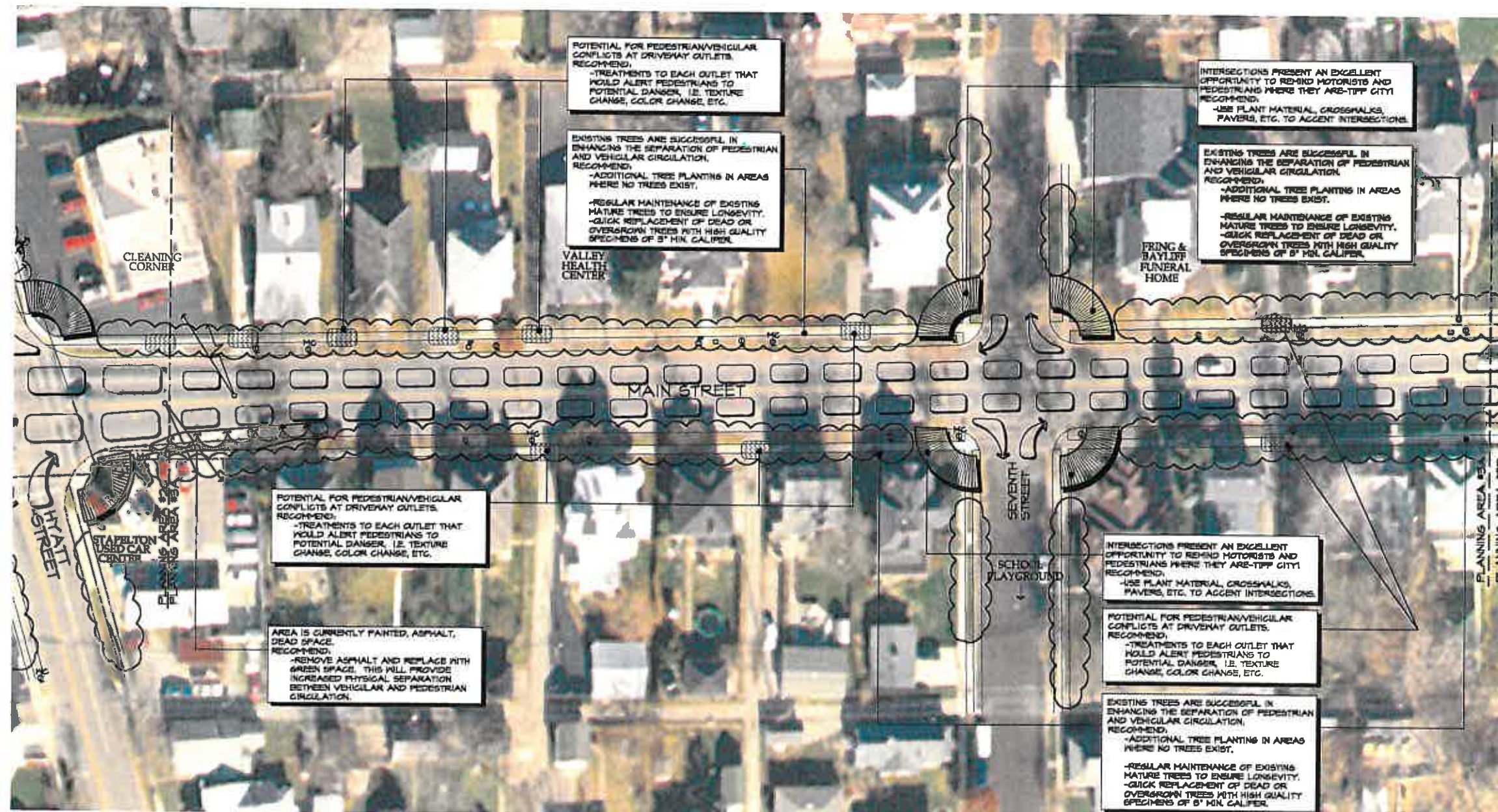
2.5 Historic Residential Area

The existing pedestrian experience through the historic residential district is a pleasant one. The width of the sidewalk is five feet, with 7 feet of separation from Main Street in the tree lawn. The homes are setback a consistent and comfortable distance from the road. Although a few street trees are missing, the remaining trees are healthy and consistent enough to provide shade and reinforce pedestrian separation from the road. In addition to these amenities, the on-street parking serves as a physical barrier that also aids in the delineation of pedestrian space. All of these features combine to create a very pleasant pedestrian experience through the historic residential district.

Existing utility poles and above ground wires, (telephone, cable, lighting, and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. Evaluate introduction of mast arm signal poles at all applicable intersections.

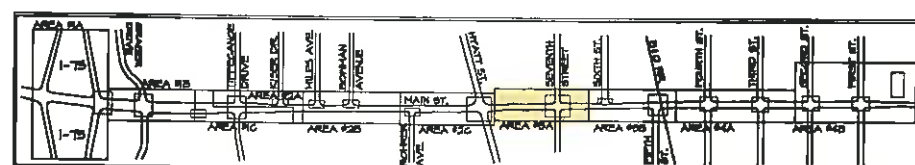
Proposed improvements to streetscape must relate to residential scale and special needs of the neighborhood.





HISTORIC-RESIDENTIAL DISTRICT

- EVALUATE POSSIBLE REPLACEMENT OF EXISTING ROADWAY COBRA LIGHT FIXTURES
- STUDY VEHICULAR REQUIREMENTS, IS THERE AN OPPORTUNITY TO GAIN GREEN SPACE AND WIDER SIDEWALK?
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- EXISTING UTILITY POLES AND ABOVE GROUND WIRES (TELEPHONE, CABLE, LIGHTING AND TRAFFIC SIGNALS)
- STUDY THE FEASIBILITY OF BURYING ABOVE GROUND UTILITIES
- EVALUATE INTRODUCTION OF MAST ARM SIGNAL POLES AT ALL APPLICABLE INTERSECTIONS.



HISTORIC-RESIDENTIAL DISTRICT

ELEMENTS TO BE THE SAME IN ALL DISTRICTS:

- COLOR AND TEXTURE OF PAVERS
- COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE

ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:

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- SPACING OF TREES
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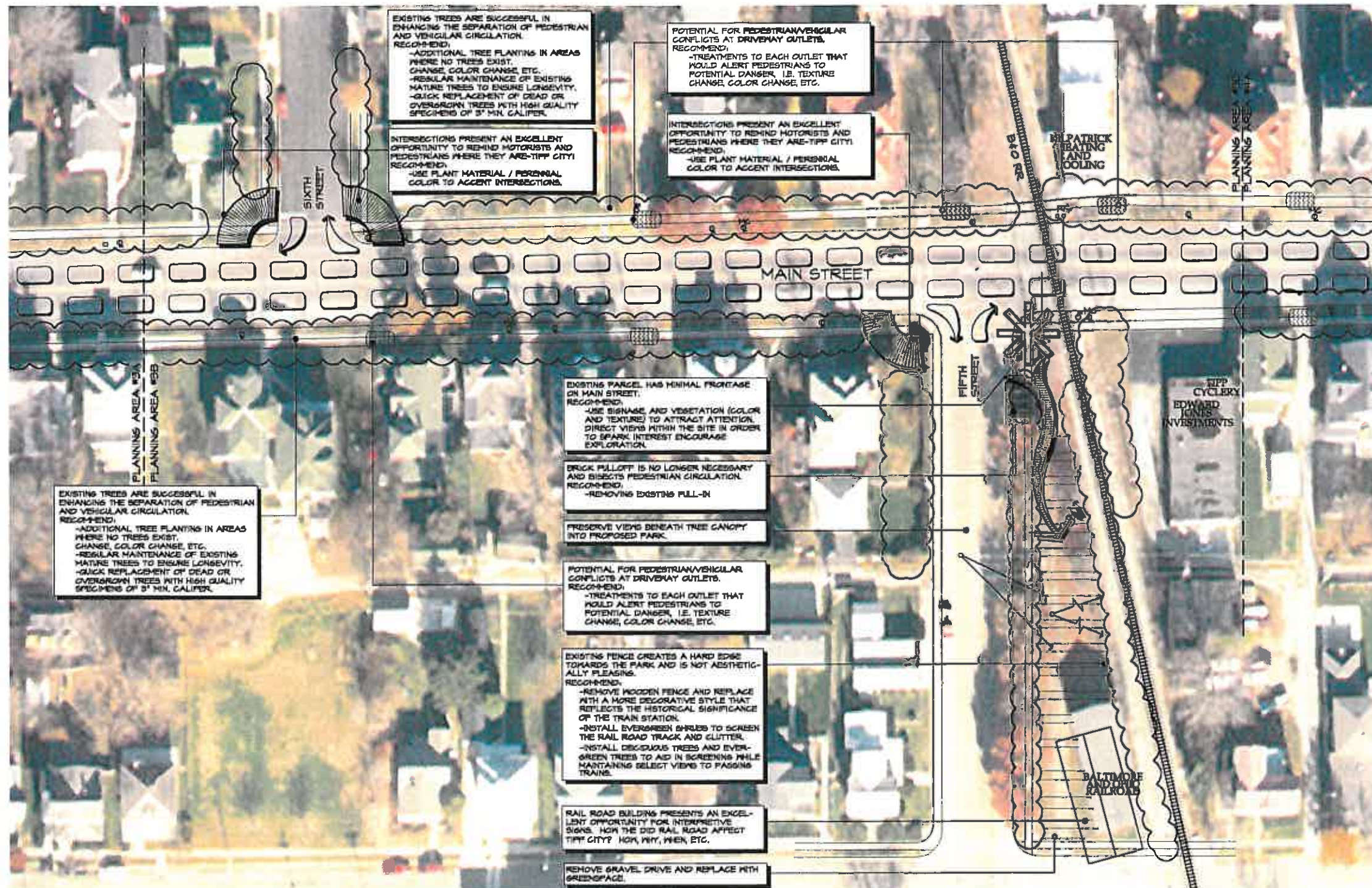


TIPP CITY MAIN STREET CORRIDOR STUDY EXISTING CONDITIONS, ANALYSIS, AND OPPORTUNITIES

HISTORIC DISTRICT - RESIDENTIAL
PLANNING AREA #3A

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John Poe and Associates
LSR Consultants

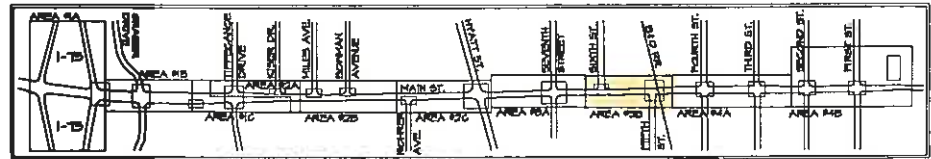
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- LEGEND**
- MC EXISTING WOOD POLE
 - WV COBRA LIGHT FIXTURE
 - WV WOOD ELECTRIC POLE
 - 12" HISTORIC PEDESTRIAN LIGHT FIXTURE
 - MC EXISTING METAL POLE
 - WV COBRA LIGHT FIXTURE
 - EXISTING DECIDUOUS TREE
 - EXISTING EVERGREEN TREE
 - EXISTING VIEW TO BE SCREENED
 - EXISTING VIEW TO BE MAINTAINED
 - EXISTING AUTO TRAFFIC
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- EXISTING UTILITY POLES AND ABOVE GROUND WIRES (TELEPHONE, CABLE, LIGHTING AND TRAFFIC SIGNALS)
- STUDY THE FEASIBILITY OF BURYING ABOVE GROUND UTILITIES
- EVALUATE INTRODUCTION OF MAST ARM SIGNAL POLES AT ALL APPLICABLE INTERSECTIONS.



HISTORIC-RESIDENTIAL DISTRICT

ELEMENTS TO BE THE SAME IN ALL DISTRICTS:

- COLOR AND TEXTURE OF PAVERS
- COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE

ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:

- SIZE AND OUTPUT OF LIGHTS
- SIZE AND TYPES OF TREES
- SPACING OF TREES
- SIZE OF PAVERS

TIPP CITY MAIN STREET CORRIDOR STUDY EXISTING CONDITIONS, ANALYSIS, AND OPPORTUNITIES

HISTORIC DISTRICT - RESIDENTIAL
PLANNING AREA #3B



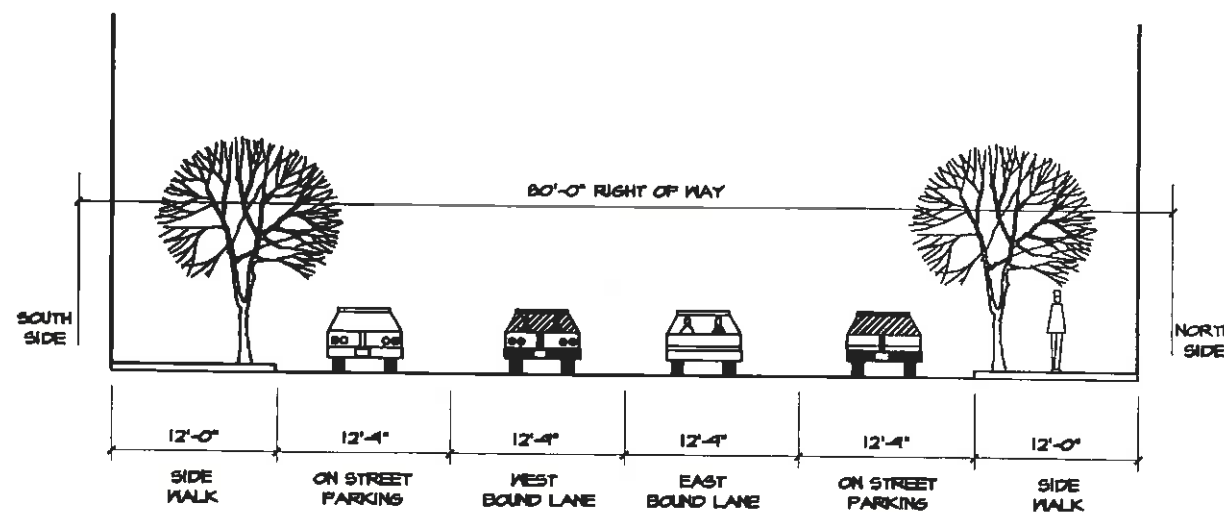
2.6 Historic Commercial Area

The existing historic commercial district boasts a 12' sidewalk with on-street parking. However, the existing street amenities are not adequate for the anticipated growth and use of this area. Additional amenities should be proposed for the downtown area. Also, the concept of curbed parking eyebrows should be explored in order to gain more pedestrian space, while maintaining successful truck navigation through the district.

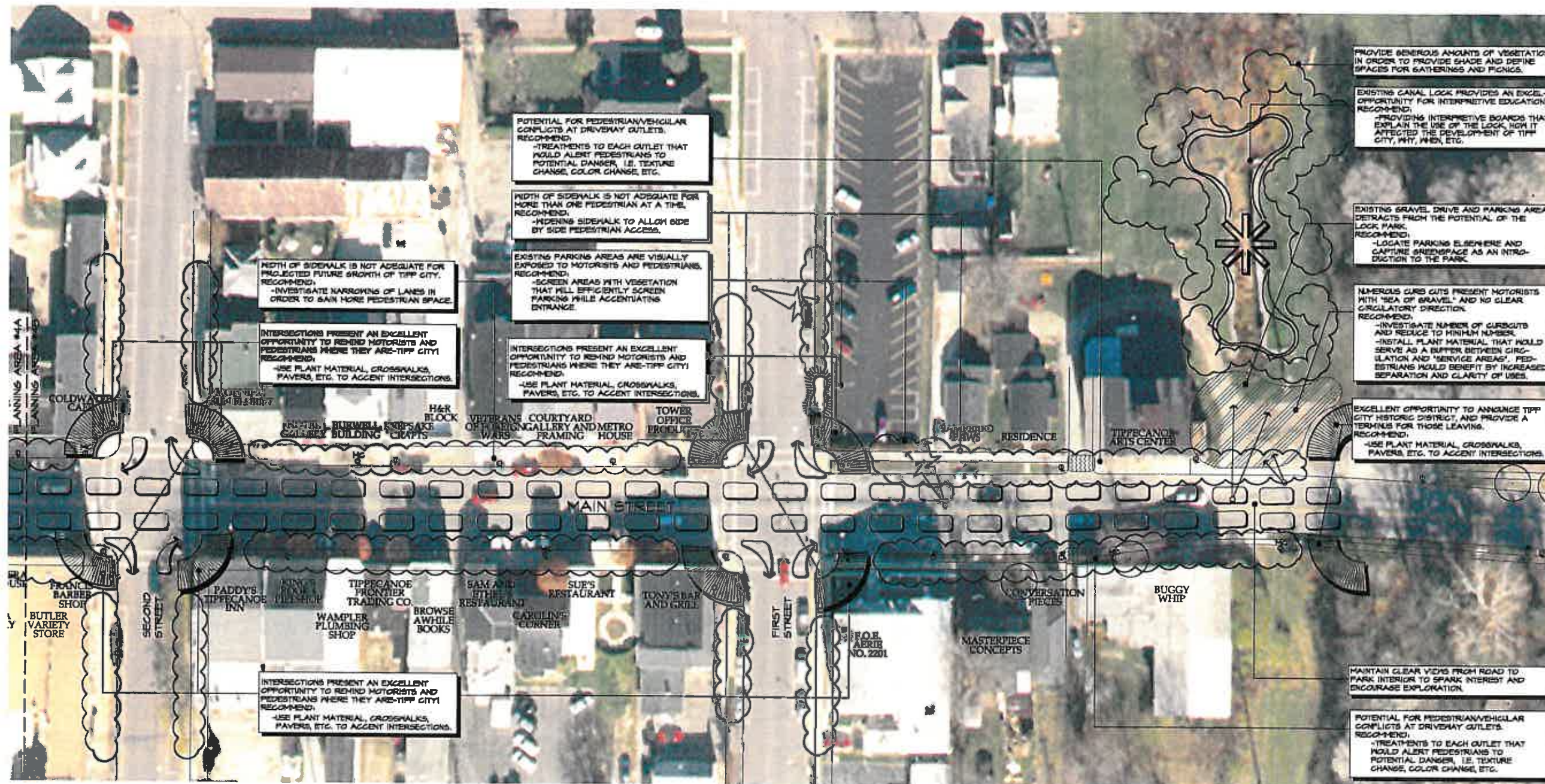
Signage code issues need to be re-examined in this district in order to maintain a unified Main Street corridor. The existing traffic and circulation signage does not express to the user a deliberate and cohesive commercial area nor does it relate to the rest of the corridor. The revised codes should create signage that reflects the overall character of Tipp City and serves to maximize sign efficiency.

The off street parking is disorganized and lacks visual cues that are necessary to guide motorists. Parking zones should be indicated at Main Street and then clearly marked at their location. Also, while accentuating the parking entrances, the existing parking lots should be screened in order to minimize their negative visual impact.

Existing utility poles and above ground wires (telephone, cable, lighting, and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. Consider introduction of mast arm signal poles at all applicable intersections, and possible replacement of existing cobra-light fixtures.



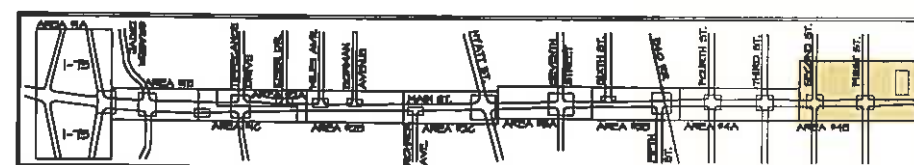
○ EXISTING MAIN STREET SECTION
HISTORIC COMMERCIAL AREA



LEGEND	
	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
	WOOD ELECTRIC POLE
	EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
	EXISTING DECIDUOUS TREE
	EXISTING EVERGREEN TREE
	EXISTING VIEW TO BE SCREENED
	EXISTING VIEW TO BE MAINTAINED
	EXISTING AUTO TRAFFIC
	INTERSECTION CORNER TO BE ENHANCED
	POTENTIAL PEDESTRIAN AUTOMOBILE CONFLICT
	REMOVE TURN LANE AND RELOCATE CURB
	EXISTING CURB CUT TO BE REMOVED
	INTRODUCE VEGETATION IN THIS AREA

HISTORIC-COMMERCIAL DISTRICT

- EVALUATE POSSIBLE REPLACEMENT OF EXISTING ROADWAY COBRA LIGHT FIXTURES
- EXISTING UTILITY POLES AND ABOVE GROUND WIRES (TELEPHONE, CABLE, LIGHTING AND TRAFFIC SIGNALS) ARE VISUALLY UNATTRACTIVE
- STUDY THE FEASIBILITY OF BURYING ABOVE GROUND UTILITIES
- EVALUATE INTRODUCTION OF MAST ARM SIGNAL POLES AT ALL INTERSECTIONS
- EXISTING STREET AMENITIES ARE NOT ADEQUATE FOR PROJECTED FUTURE GROWTH OF THE AREA
- REVIEW AND MODIFY SIGNAGE CODES TO MINIMIZE CLUTTER AND MAXIMIZE "VISUAL EFFICIENCY"
- OFF STREET PARKING IS DISORGANIZED AND LACKS VISUAL CUES THAT ARE NECESSARY TO GUIDE MOTORISTS. PARKING ZONES SHOULD BE INDICATED AT MAIN STREET AND THEN CLEARLY MARKED AT THEIR LOCATION
- SCREEN EXISTING PARKING LOTS WHILE ACCENTUATING THEIR ENTRANCES
- EXPLORE CURBED PARKING EYEBROW CONCEPT TO GAIN PEDESTRIAN GREEN SPACE
- PROPOSED IMPROVEMENTS SHOULD LINK MAIN CORRIDOR WITH BROADWAY IMPROVEMENTS
- INVESTIGATE POSSIBILITY OF INCREASING WIDTH OF SIDEWALK



ELEMENTS TO BE THE SAME IN ALL DISTRICTS:

- COLOR AND TEXTURE OF PAVERS
- COLOR AND DESIGN OF LIGHTS AND STREET FURNITURE

ELEMENTS THAT WILL CHANGE ACCORDING TO TYPE OF DISTRICT:

- SIZE AND OUTPUT OF LIGHTS
- SIZE AND TYPES OF TREES
- SPACING OF TREES
- SIZE OF PAVERS

Chapter 3 – The Process

From the beginning, the preparation of the Corridor Plan has involved extensive participation by representatives for the city's diverse constituencies. The Steering Board included representatives from neighborhood organizations, city offices, property owners, and businesses.

The Board reflected much of the City's diversity and richness and brought many different perspectives to the table during the planning process. The consultant team worked closely with the Board, meeting regularly and forging a broad consensus of support for implementation of the Plan's recommendations. In order to reinforce the awareness and consensus of the project, the consultant team also met with individual City boards, and other interested parties. These include:

- Tipp City Planning Board
- Tipp City Restoration Board
- Tipp City Tree Board
- Tipp City Parks Advisory Board
- Downtown Business Association, (Tipp City)
- Tipp City Council
- Ohio Department of Transportation

Members of the community have been kept informed and included in the process through regular coverage in the local television community channel, the newspaper, and regular mailings to all individuals within the corridor. Public meetings were held in order to solicit the opinions of as many stakeholders as possible, and Board meetings were also open to the public. Meeting minutes were recorded during these sessions, and are included within the Appendix section.

The result of these efforts created an interactive atmosphere, where ideas and concerns were shared, and the end product was a design based on community consensus.

Chapter 4 – Site Recommendations

4.1 Introduction

The following recommendations are a response to the analysis of the existing conditions of the study area. The proposed design solutions attempt to resolve the opportunities, constraints and problem areas that were previously mentioned, in a manner that is both functionally and aesthetically appropriate for the corridor community.

It is the intent of these recommendations and design guidelines to direct project committees, design professionals and design review committees toward the goals of the City. The consistent retrofitting of smaller site improvement projects will result in a more unified corridor over time.

4.2 Review Procedures/Goals and Objectives

In order to ensure site improvements to the highest standards, it is recommended that a site improvement review process be established under the auspices of the City. This City appointed board will create a process for review that will minimize the accumulation of small improvements, replacement and repair projects that can collectively degrade the corridor environment.

The charge to this Board is to review site improvement projects on behalf of the City with two primary goals:

1. To interpret the Main Street Corridor Study policies, intent and design guidelines; to determine compliance with the policies, principles, and guidelines; to recommend modifications to the proposed project when appropriate. Serious deliberation should be given to any exceptions or to any modification of the policies, principles, or guidelines.
2. To evaluate projects to ensure that they meet the highest qualitative standards. Special care must be taken, however, so that the Board does not lapse into “designing the site,” and that

architects, landscape architects, and other project representatives are given clear instruction after any review.

The Board’s review responsibility is the “civic” mission of a project, not its “private” or functional one. This includes review of the project in light of the long range goals of the City and the relevant district plan. Emphasis should be on the quality of public open space and landscape, relationship to adjacent architecture and its relationship and contribution to the larger corridor context in which it is sited.

The ultimate goal of this study is to provide guidance for further development, both private and public, throughout the Main Street corridor. Specifically, the streetscape should /should be:

-viewed as a common ground offering a mix of uses and public spaces that will draw the community and others in the region to shop, eat, live, and work along the street and within the district.

-enjoyed as walkable street which invites pedestrian use.

-enlivened by outdoor public places in which to sit and eat, people-watch and meet friends.

-permit extensive visibility into street level interiors.

-appreciated as a pedestrian –friendly place, a seam, easily and safely crossed by pedestrians, particularly at points which support circulation between the street, and adjacent neighborhoods.

-linked to adjacent neighborhoods by well maintained alleyways, rear service and parking areas.

-enlivened by a distinctive public realm embodied in sidewalks, street furniture, street trees, and other streetscape elements that reflect the character of the district as a whole and of its sub-areas.

The introduction of common elements within the corridor will reinforce the community identity. As visitors enter any part of the corridor, they will begin to recognize elements that are unique to Tipp City. These common elements include:

- 12’ historic/decorative pedestrian lightpoles

- teardrop lights to replace cobra fixtures
- signage
- benches
- trash receptacles
- mast arm signal poles
- bollards
- drinking fountains

(see Chapter 5: Site Standards for full palette of standard items)

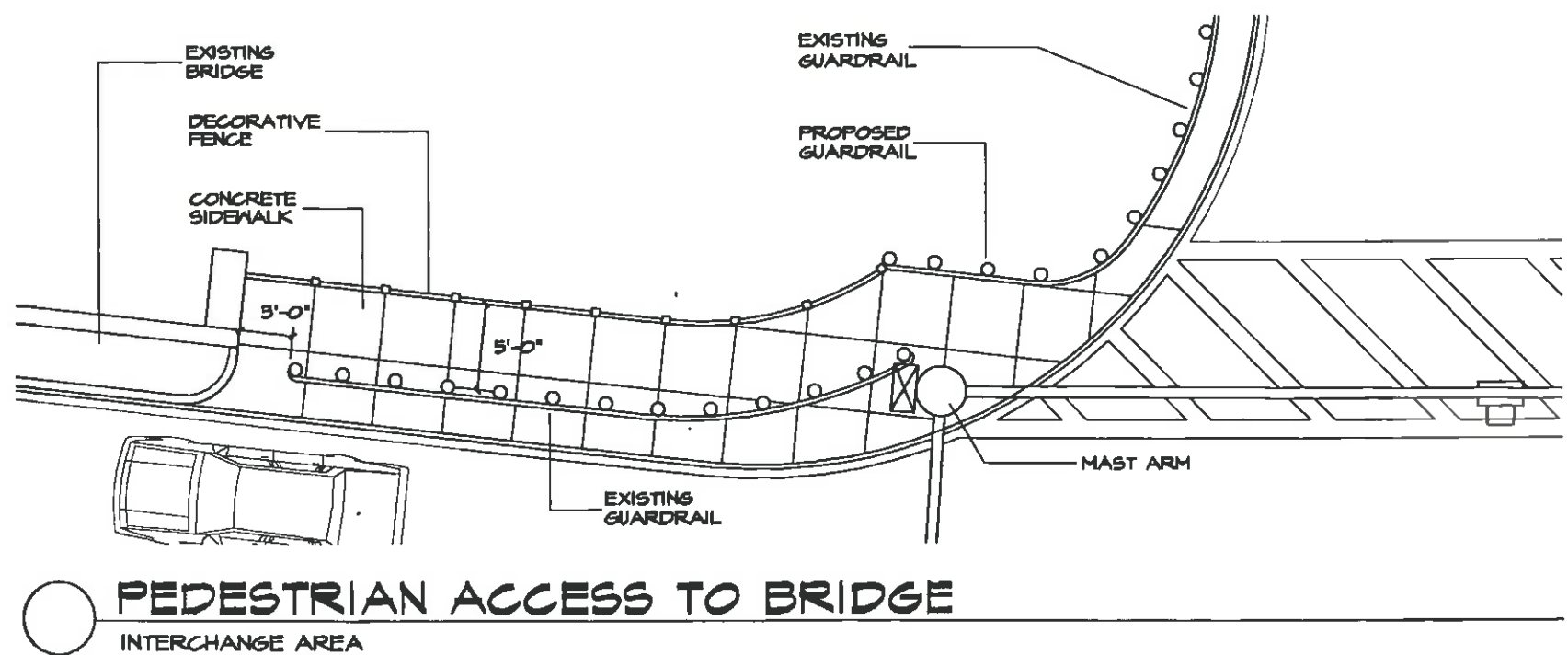
The design concepts presented in this document also serve to illustrate common hardscape treatments throughout the entire corridor. This will reinforce the wholistic character of the City, presenting the user with familiar curb, sidewalk, and crosswalk treatments.

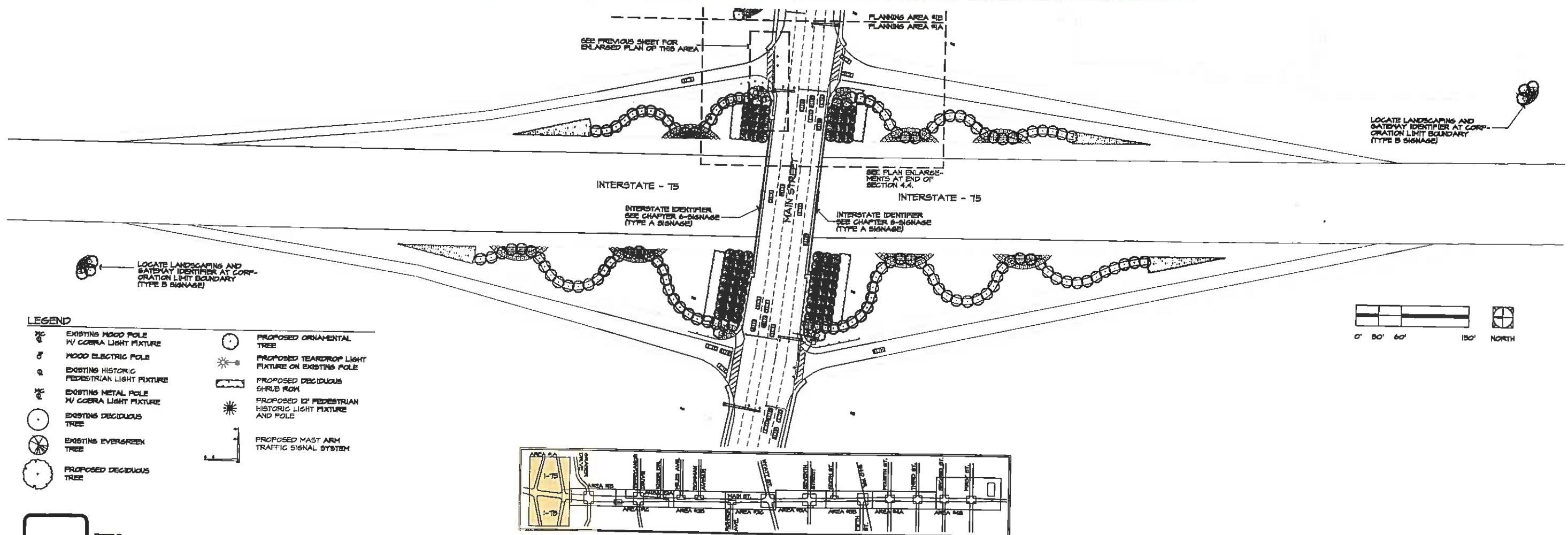
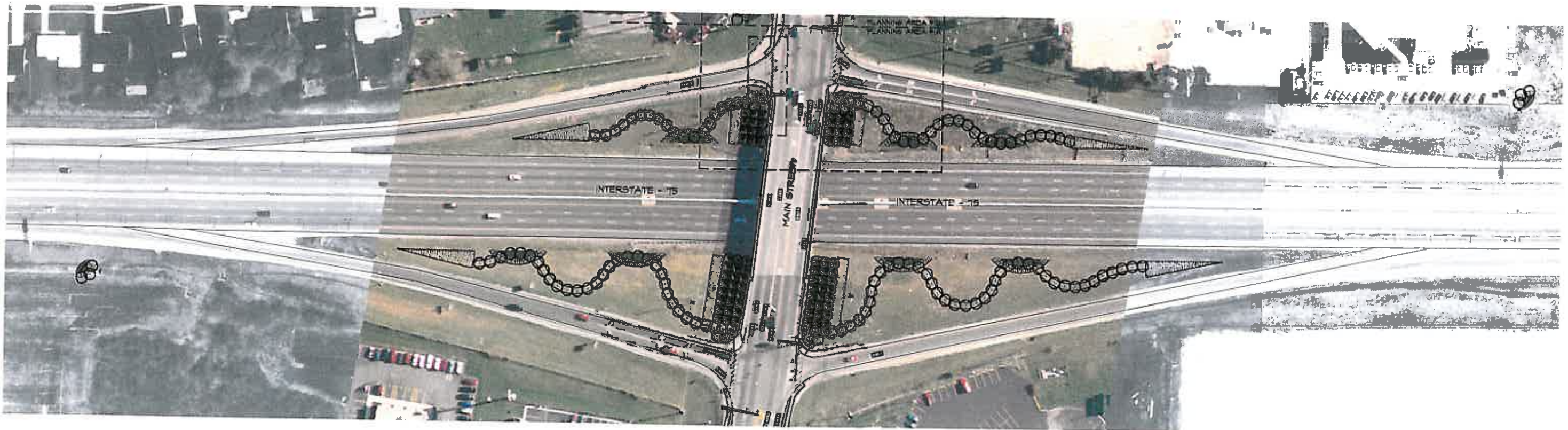
4.3 Highway Interchange

The existing highway interchange is the primary entrance for Tipp City. This first impression of Tipp City is a crucial one. It introduces the rest of the Corridor and sets the expectations of the user as they explore the site. Signage and landscaping, located along the highway at the corporation limit lines, serve to introduce and prepare the motorists to the upcoming interchange. The proposed planting design for the I-75 Main Street interchange serves to differentiate this interchange from the others in the area. The use of shade trees, ornamental trees, evergreen trees, ornamental shrubs, and wild flowers serve to spur interest in Tipp City. The use of wild flowers reduce the amount of maintenance that grass would normally require, while adding a large scale palette of color that will be easily noticed from the highway.

The diagram located to the left illustrates a potential solution to pedestrian access and circulation across the existing bridge. The ODOT bridge is limited to 3' of sidewalk on each side of the road. Introduction of a sidewalk behind the guardrail will maintain current traffic lane width, while protecting the pedestrians waiting at the corner. This design is intended to be implemented on all four corners of the bridge to facilitate convenient pedestrian circulation to both sides of I-75.

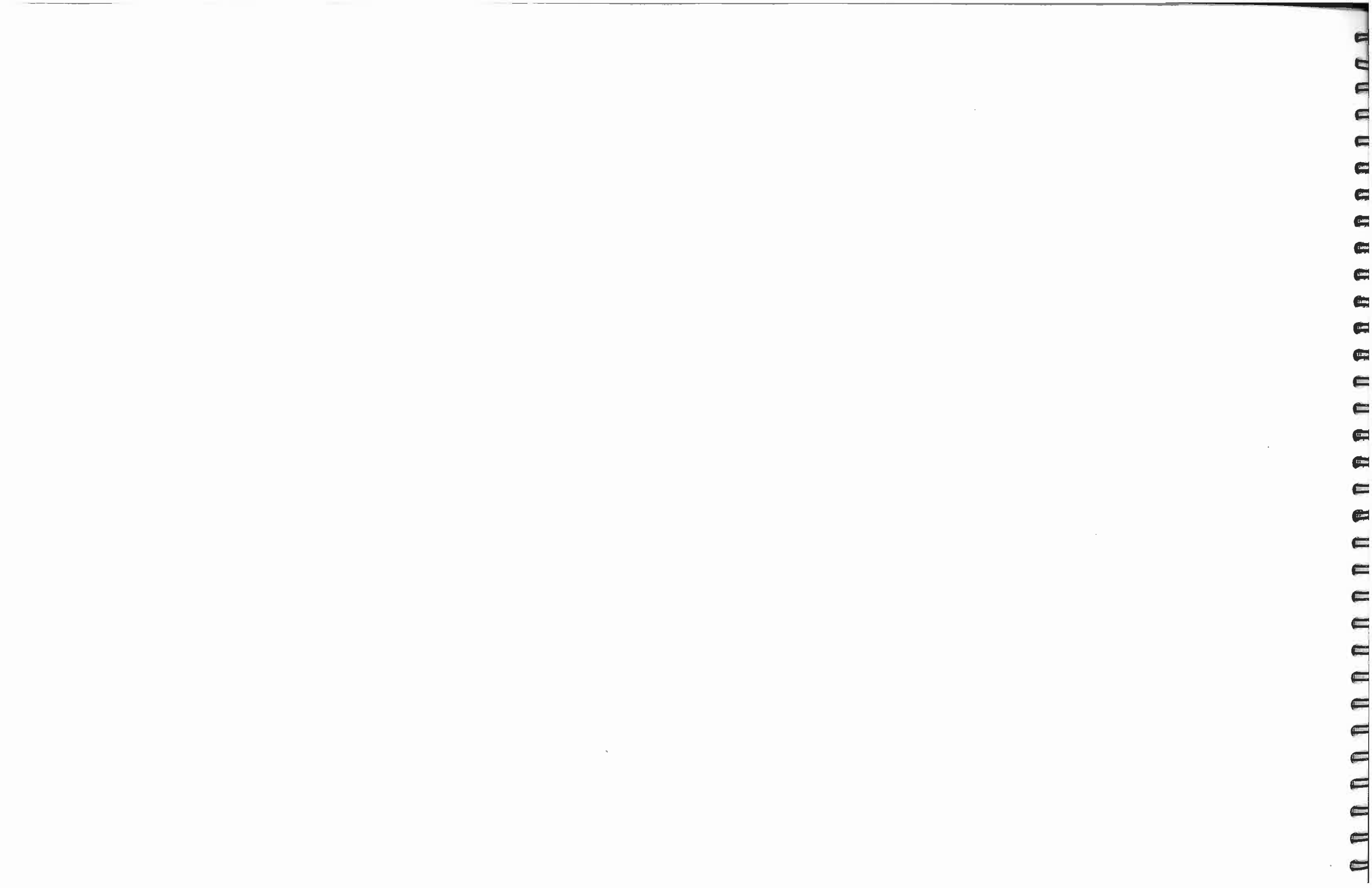
Common elements that are located within the corridor, such as decorative/historic lightpoles, teardrop lights, signage, and mast arms begin to tie in the interchange area with the rest of the corridor. (see Chapter 5: Site Standards for style and color) The landscaping and signage entry feature further enforce the community identity as the motorists enter the commercial area.





TIPP CITY MAIN STREET CORRIDOR STUDY CONCEPTUAL INTERCHANGE PLAN

COMMERCIAL DISTRICT/INTERCHANGE
PLANNING AREA - AREA #1A



4.4 Commercial Area

The commercial district lacks visual cues and clear circulation routes necessary for convenient vehicular and pedestrian circulation. The proposed design incorporates the following:

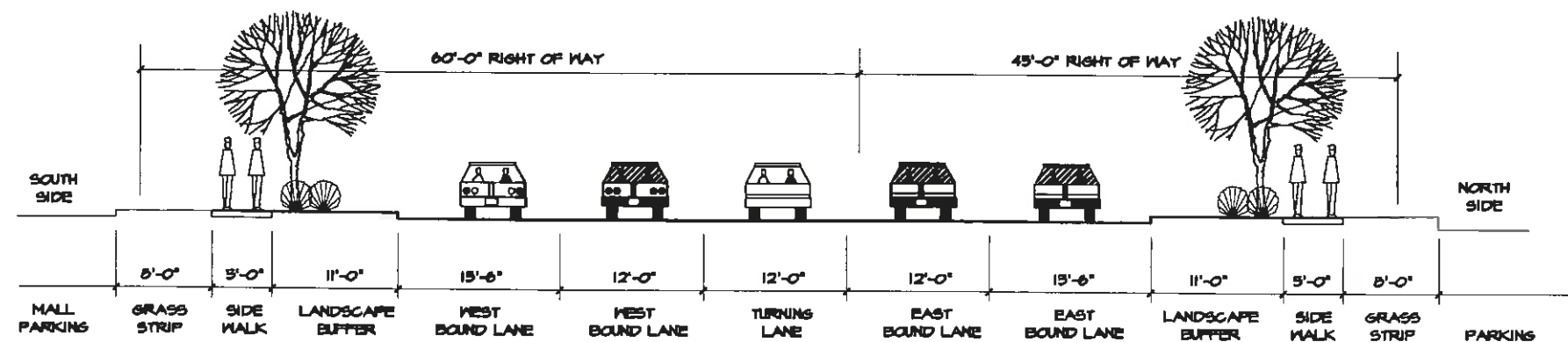
- Narrowing the Main Street lane widths to ODOT minimum, and eliminating a right hand turn lane in order to gain as much greenspace on each side of the road as possible. This will maximize pedestrian vehicular separation, delineate pedestrian space, and enhance the user experience through the space.

- Vegetation located along the corridor helps to screen the vehicles located in the parking lots, but maintains clear site views to store entrances.

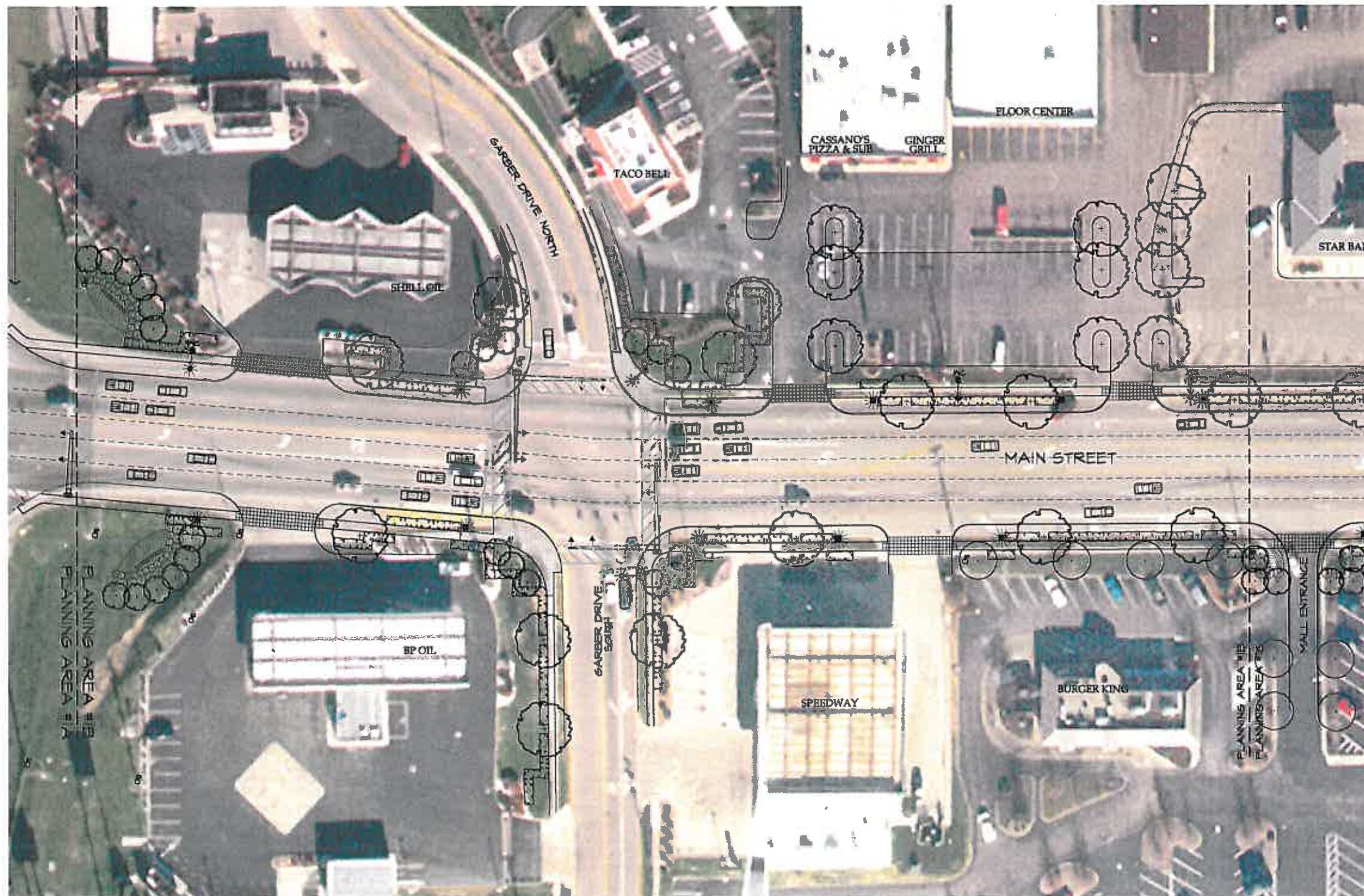
- Proposed street trees and shrubs also reinforces pedestrian separation from busy Main Street traffic. This is crucial in the effort to make the commercial area pedestrian friendly, and thus a more widely used, economically vibrant area.

- Restructuring adjacent parking lots and access lanes in order to accomplish a more efficient use of the space and minimizing pedestrian vehicular conflict

- Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)

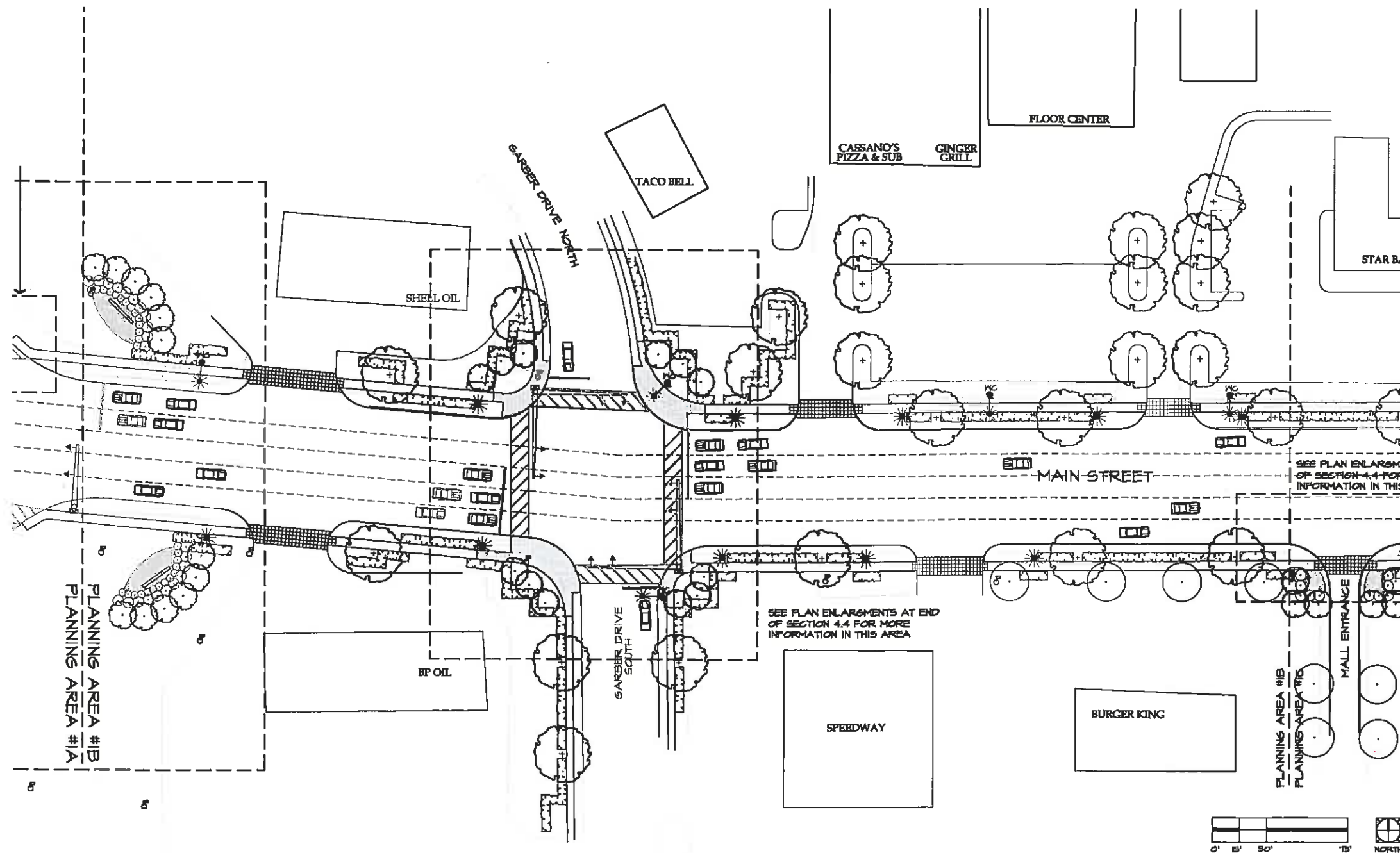


PROPOSED MAIN STREET SECTION
COMMERCIAL AREA



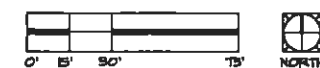
LEGEND	
WC	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
W	WOOD ELECTRIC POLE
H	EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
MC	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
○	EXISTING DECIDUOUS TREE
⊗	EXISTING EVERGREEN TREE
⊙	PROPOSED DECIDUOUS TREE
⊗	PROPOSED ORNAMENTAL TREE
⊙	PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
⊗	PROPOSED DECIDUOUS SHRUB ROW
⊙	PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
⊙	PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
⊙	PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')





LEGEND

- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
- W WOOD ELECTRIC POLE
- EH EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
- MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
- DT EXISTING DECIDUOUS TREE
- ET EXISTING EVERGREEN TREE
- PD PROPOSED DECIDUOUS TREE
- PO PROPOSED ORNAMENTAL TREE
- TL PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
- PS PROPOSED DECIDUOUS SHRUB ROW
- PL PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
- MA PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
- WS PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')

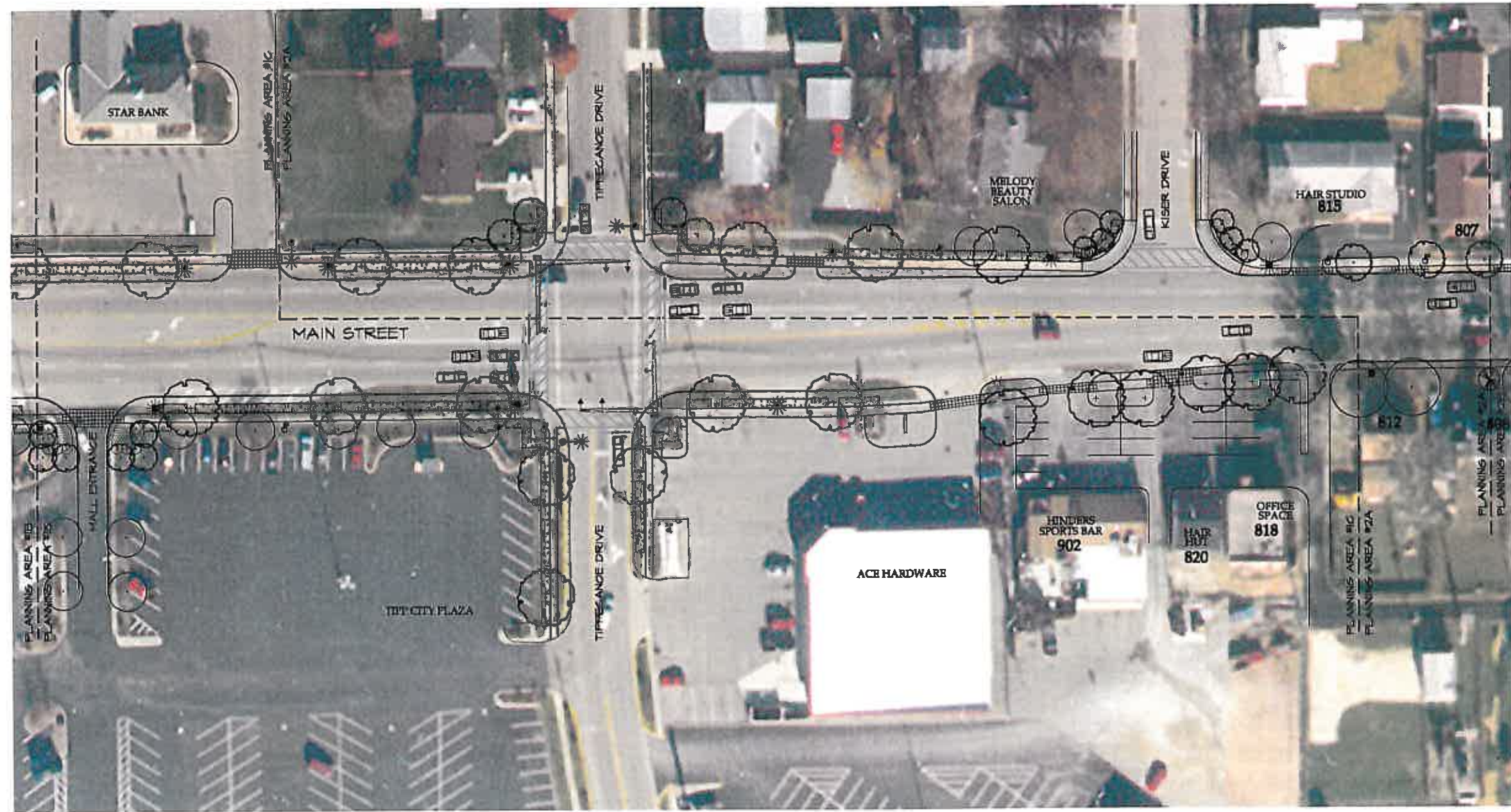


TIPP CITY MAIN STREET CORRIDOR STUDY CONCEPTUAL STREETScape PLAN

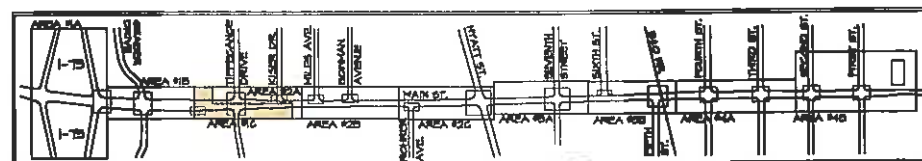
COMMERCIAL DISTRICT
 PLANNING AREA - SHEET #1B

Kinzelman | Kline Inc.
 Lockwood, Jones and Beals, Inc.
 John Poe and Associates
 LSR Consultants

APRIL, 2000
 #98139.0

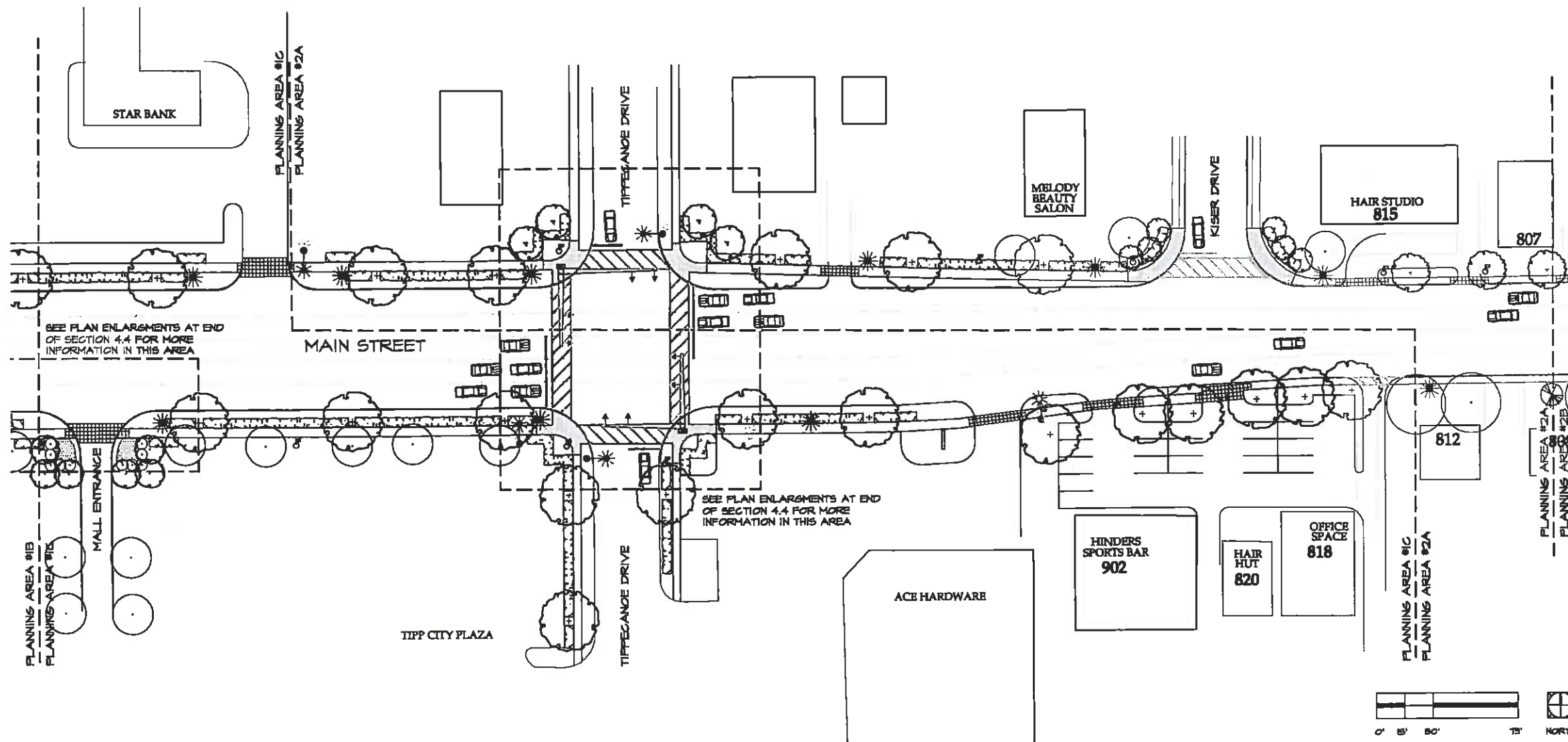


- LEGEND**
- EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - WOOD ELECTRIC POLE
 - EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
 - EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
 - EXISTING DECIDUOUS TREE
 - EXISTING EVERGREEN TREE
 - PROPOSED DECIDUOUS TREE
 - PROPOSED ORNAMENTAL TREE
 - PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
 - PROPOSED DECIDUOUS SHRUB ROW
 - PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
 - PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
 - PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')



TIPP CITY MAIN STREET CORRIDOR STUDY CONCEPTUAL STREETScape PLAN

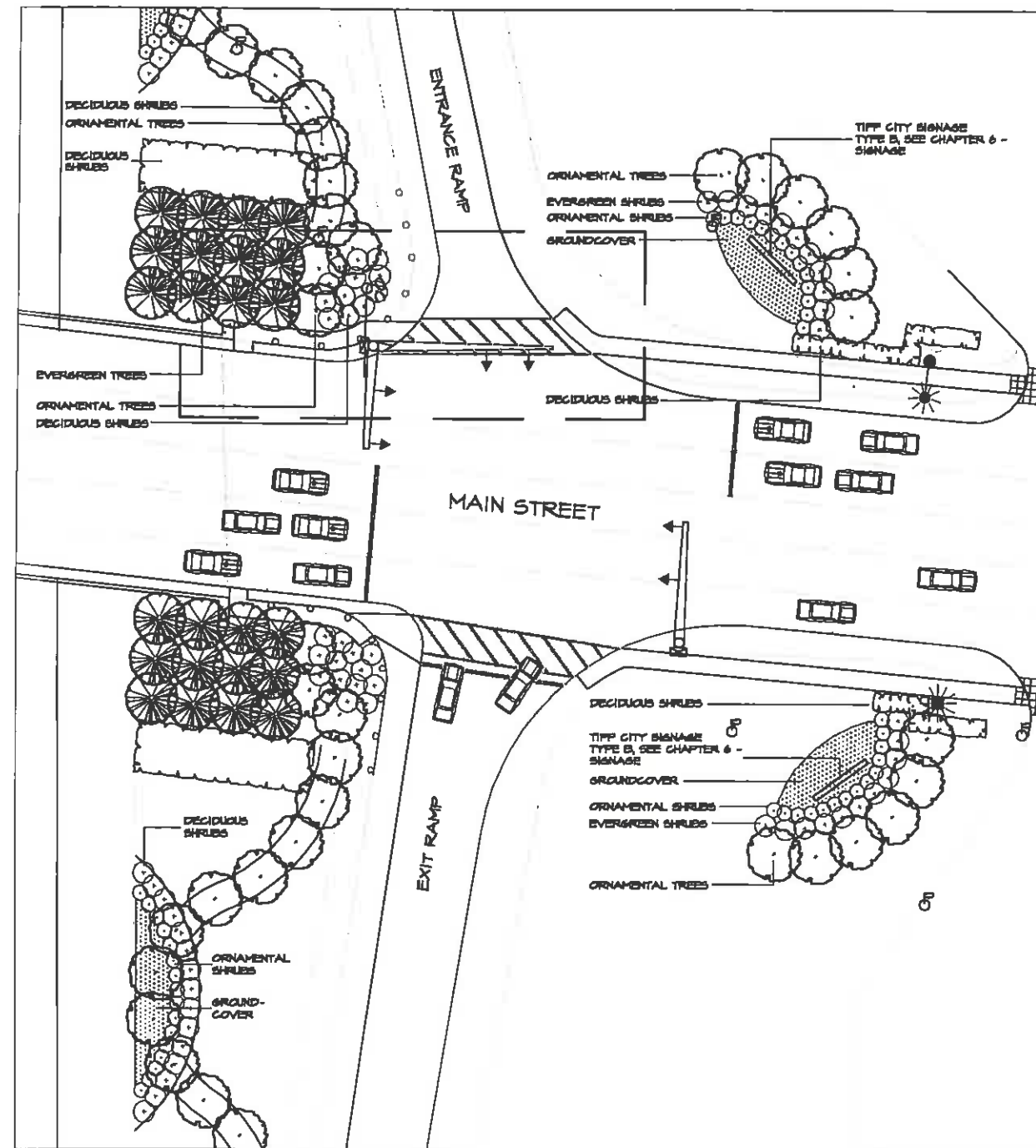
COMMERCIAL DISTRICT
PLANNING AREA - SHEET #1C



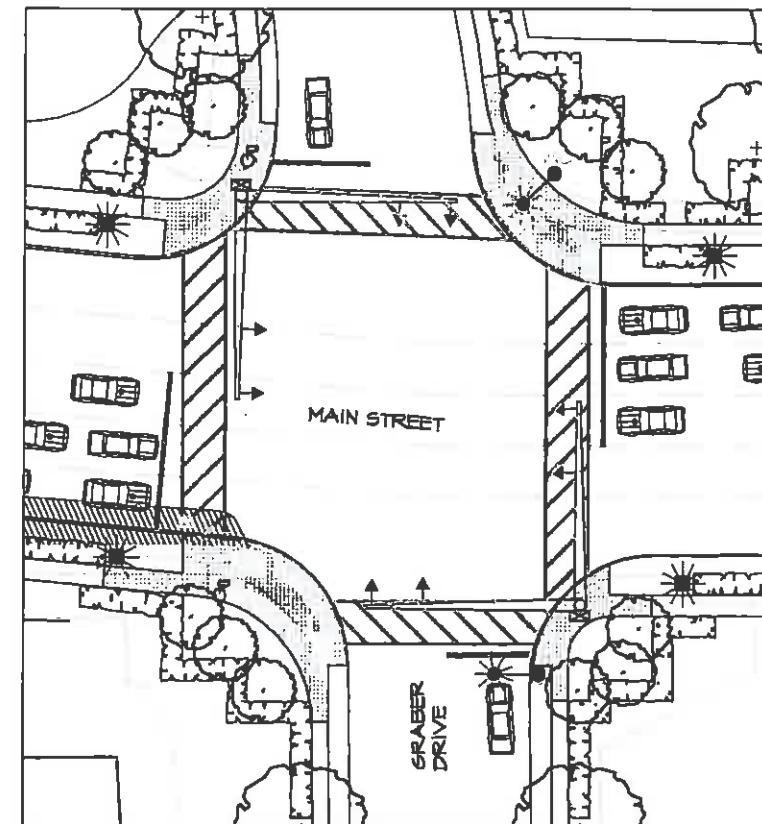
- LEGEND**
- EC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - OP WOOD ELECTRIC POLE
 - EH EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
 - EC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
 - CD EXISTING DECIDUOUS TREE
 - ED EXISTING EVERGREEN TREE
 - PD PROPOSED DECIDUOUS TREE
 - PO PROPOSED ORNAMENTAL TREE
 - PL PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
 - PS PROPOSED DECIDUOUS SHRUB ROW
 - PL PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
 - MA PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
 - FS PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2' X 2')



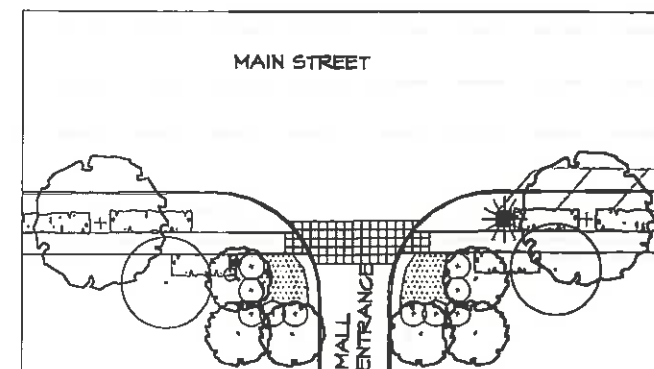
TIPP CITY MAIN STREET CORRIDOR STUDY **CONCEPTUAL STREETScape PLAN**



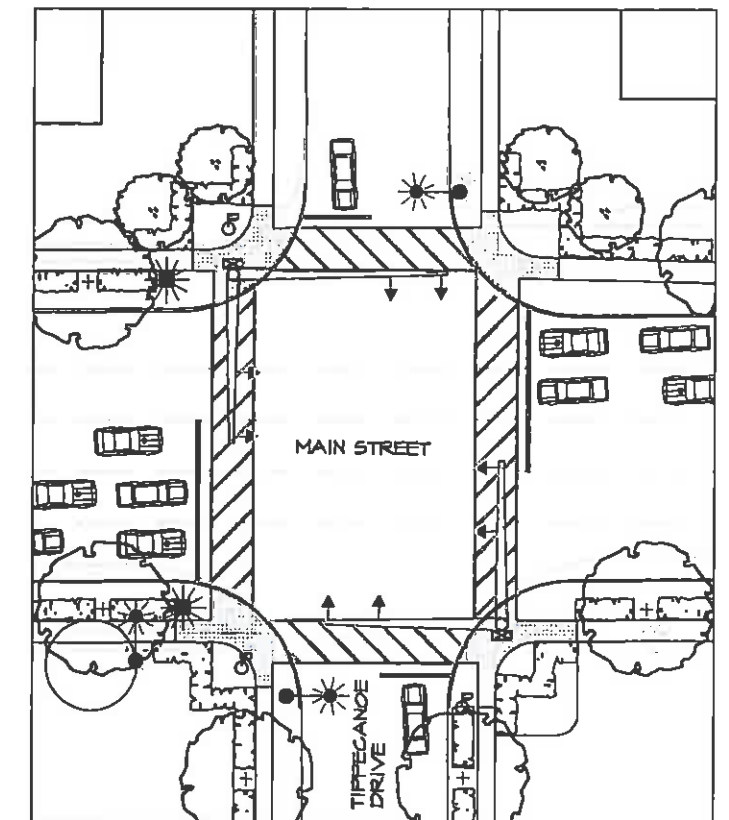
1 I-75 INTERCHANGE



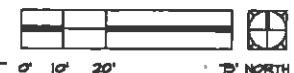
2 GRABER DRIVE INTERSECTION



3 MALL ENTRANCE

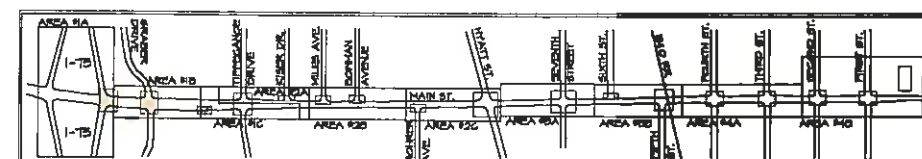


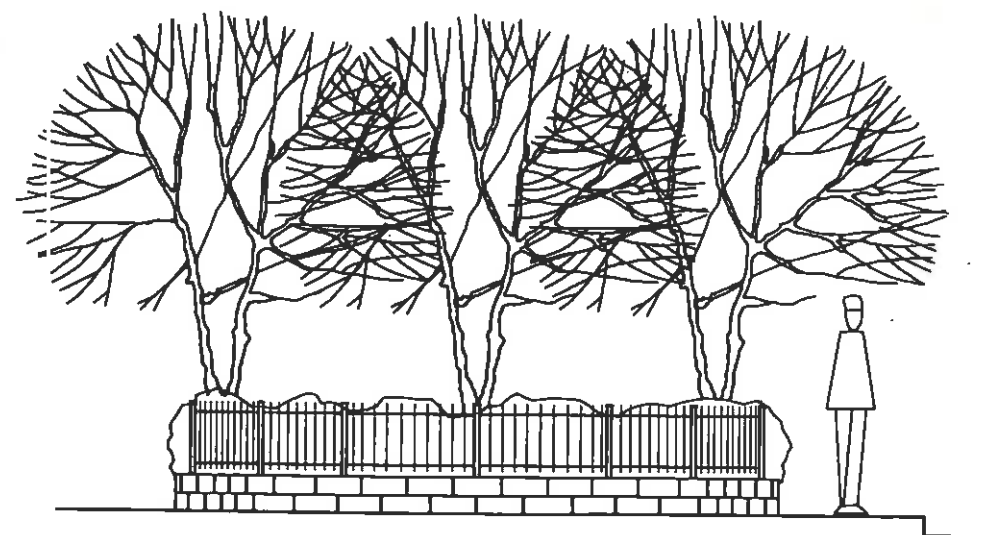
4 TIPPECANOE DRIVE INTERSECTION



LEGEND

WC	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE	○	PROPOSED ORNAMENTAL TREE
⊕	WOOD ELECTRIC POLE	⊙	PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
⊙	EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE	—	PROPOSED DECIDUOUS SHRUB ROW
⊙	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE	⊙	PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
○	EXISTING DECIDUOUS TREE	⊙	PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
⊙	EXISTING EVERGREEN TREE	⊙	PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')
○	PROPOSED DECIDUOUS TREE		





**RESIDENTIAL
CORNER TREATMENT**

○ RESIDENTIAL AREA

4.5 Residential Area

The existing pedestrian experience through the residential district is a harsh one. With no separation between vehicular and pedestrian traffic, use of the sidewalk has all but ceased. Physical separation between vehicular and pedestrian circulation is extremely important in improving the pedestrian experience, and thereby encouraging use.

Due to the importance of this area we have explored three different options that will serve to improve the pedestrian and vehicular experience within the space. The following pages illustrate and discuss each option in depth, particularly their effectiveness weighed against the cost of construction. These options also contain standard elements that are common throughout the entire residential corridor, and are as follows:

Standard improvements included in all options:

- Intersection treatments that utilize small retaining walls, ornamental trees and shrubs, (see elevation diagram on the left) and paver treatments in the sidewalk (see Chapter 5: Site Standards for style and color)
- Introduction of standard decorative/historic light poles, teardrop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)
- Introduction of small shade trees to minimize the impact of the long span of asphalt and concrete

Residential Option #1:

At the time of the issue of this document, it is unknown as to whether or not the Ohio Department of Transportation will allow manipulation of the lane width or curb locations in this area. As a response to this reality, Option #1 maintains the current lane width and curb location, and focuses on introducing standard elements along Main Street in order to draw attention away from the close proximity of the sidewalk to the road.

This option also includes the standard corridor elements previously mentioned:

- Intersection treatments that utilize small retaining walls, ornamental trees and shrubs, and paver treatments in the sidewalk (see Chapter 5: Site Standards for style and color)

- Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms (see Chapter 5: Site Standards for style and color)

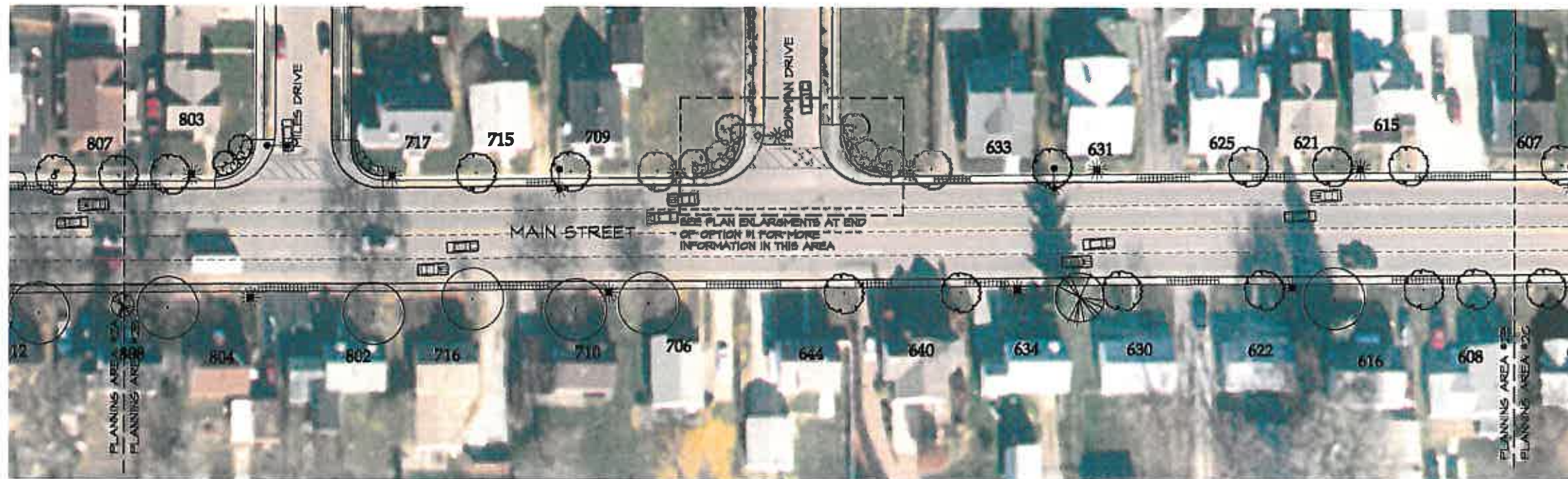
- Introduction of small shade trees to minimize the impact of the long span of asphalt and concrete

Advantages of Option #1:

- Least expensive of all options.
- Adds trees and decorative light poles.
- Requires minimum coordination with home owners.
- Vehicular circulation through area will be minimally impacted.
- Requires no coordination with ODOT.

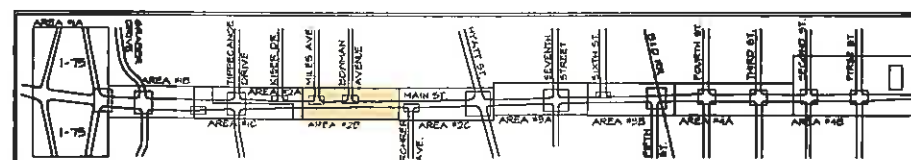
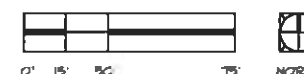
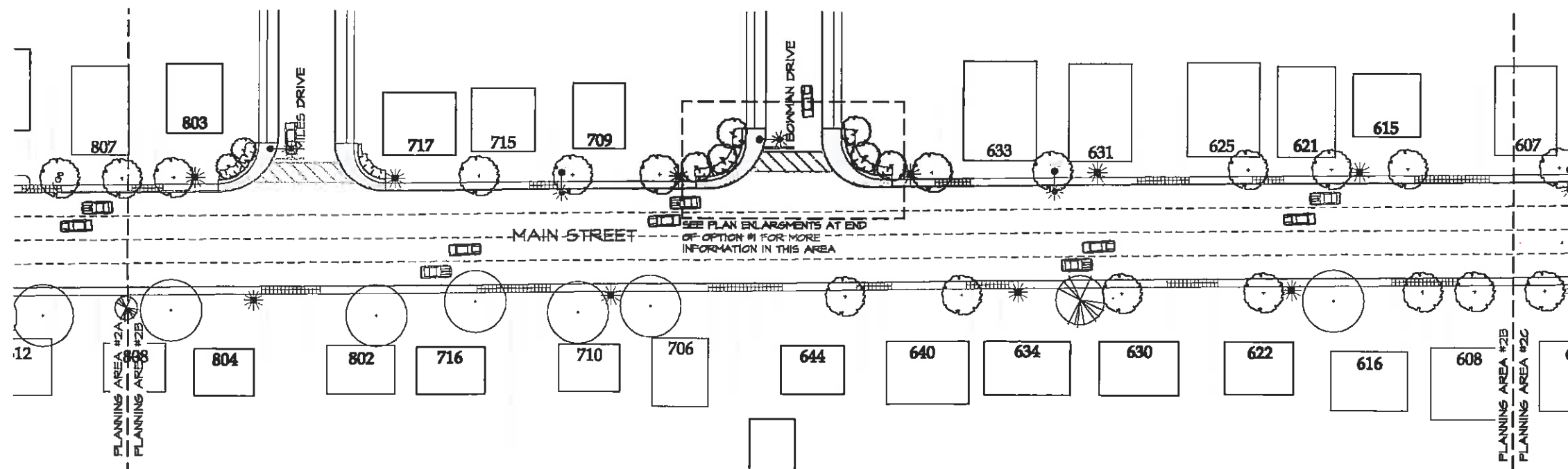
Disadvantages of Option #1:

- Does not gain separation between vehicular and pedestrian users, and does not enhance the safety of the pedestrian.
- Does not allow adequate space for snow removal, thus, making the sidewalk impassable to pedestrians during the winter months.
- Accomplishes the least of all options in improvement of the pedestrian and vehicular experience.



LEGEND

- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
- W WOOD ELECTRIC POLE
- e EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
- MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
- EXISTING DECIDUOUS TREE
- ◐ EXISTING EVERGREEN TREE
- ◑ PROPOSED DECIDUOUS TREE
- ◒ PROPOSED ORNAMENTAL TREE
- ⊙ PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
- ▬ PROPOSED DECIDUOUS SHRUB ROW
- ⊛ PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
- ⊞ PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
- ▨ PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')

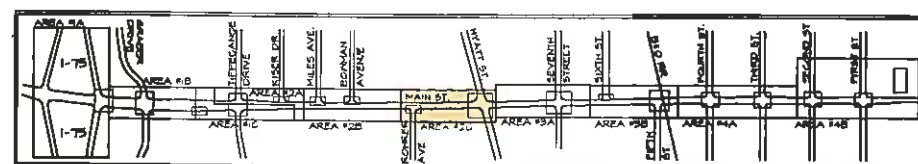
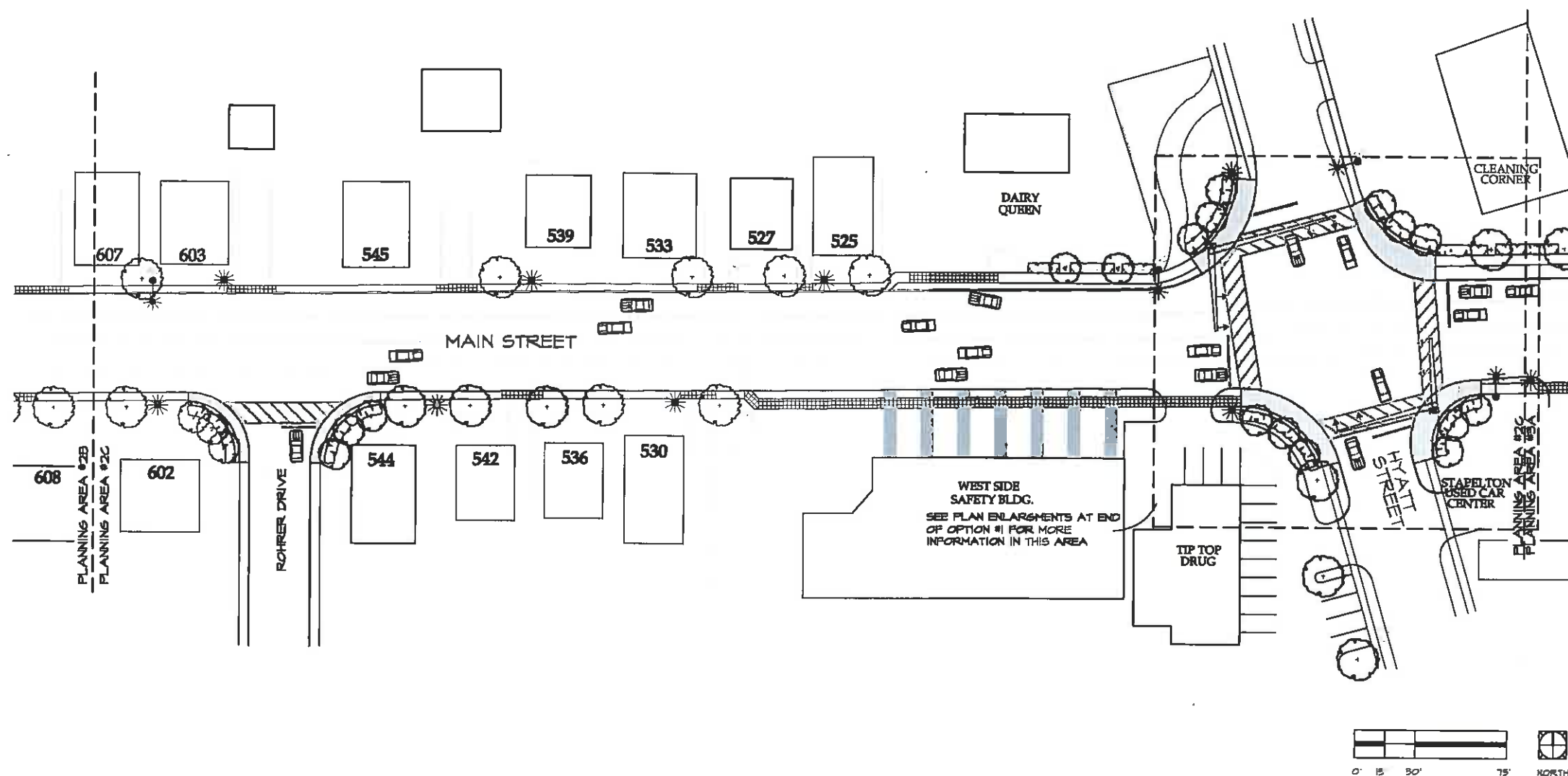


TIPP CITY MAIN STREET CORRIDOR STUDY CONCEPTUAL STREETScape PLAN

RESIDENTIAL DISTRICT
OPTION #1

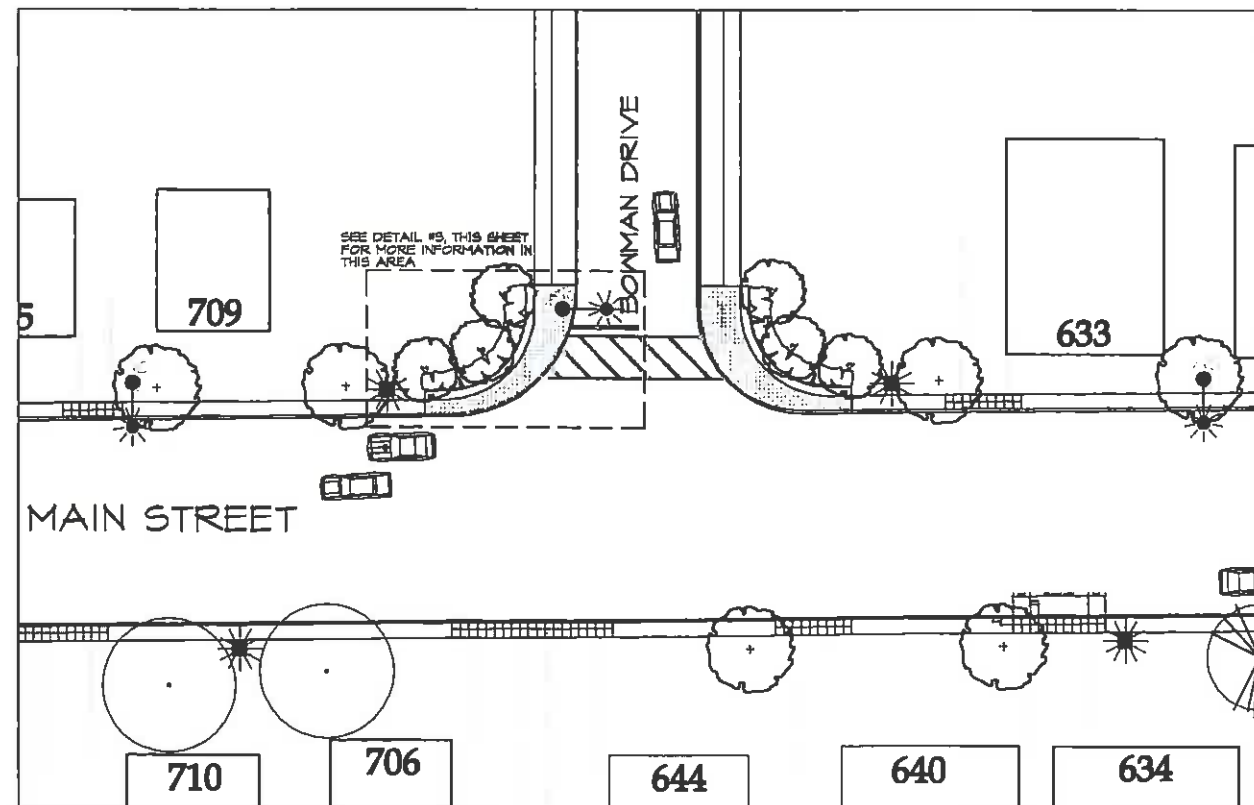
Kinzelman | Kline Inc.
Lockwood, Jones and Beals, Inc.
John Poe and Associates
LSR Consultants

APRIL, 2000
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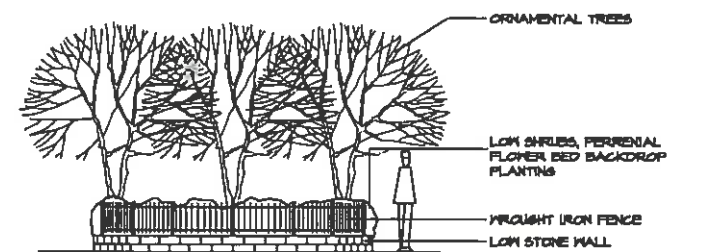


TIPP CITY MAIN STREET CORRIDOR STUDY **CONCEPTUAL STREETScape PLAN**

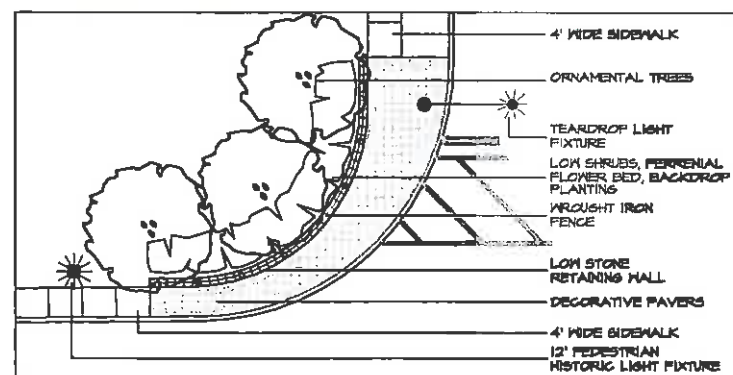
RESIDENTIAL DISTRICT
OPTION #1



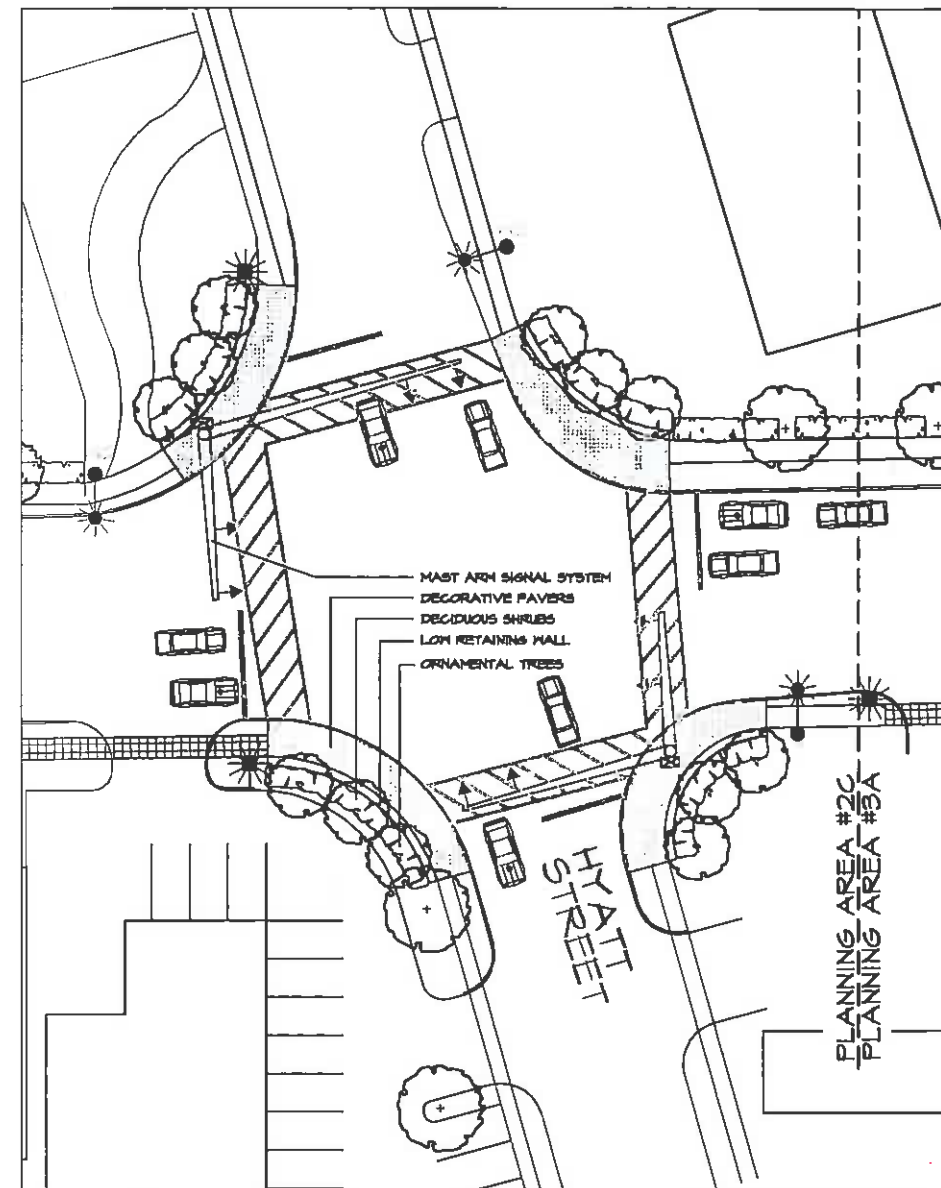
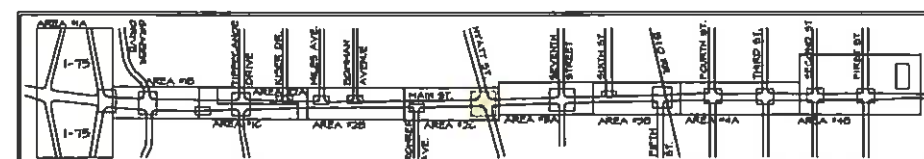
1 RESIDENTIAL CORNER TREATMENTS
RESIDENTIAL AREA



2 RESIDENTIAL CORNER TREATMENT
RESIDENTIAL AREA



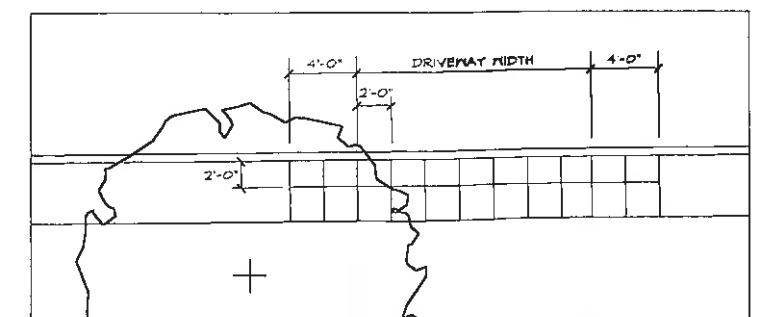
3 CORNER TREATMENT
RESIDENTIAL AREA



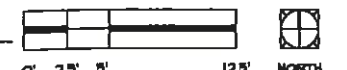
4 HYATT STREET INTERSECTION
RESIDENTIAL AREA



LEGEND	
	EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
	WOOD ELECTRIC POLE
	EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
	EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
	EXISTING DECIDUOUS TREE
	EXISTING EVERGREEN TREE
	PROPOSED DECIDUOUS TREE
	PROPOSED ORNAMENTAL TREE
	PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
	PROPOSED DECIDUOUS SHRUB ROW
	PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
	PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
	PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')



5 PEDESTRIAN WARNING STRIP
RESIDENTIAL AREA



Residential Option #2:

Option #2 narrows the lane widths of Main Street by three feet on each side and relocates the curbing. The space that is gained by this relocation becomes a 3' lawn space where decorative/historic light fixtures will be installed. The lawn area and light fixtures will also serve to increase the physical separation between vehicular and pedestrian traffic.

This option also includes the standard corridor elements previously mentioned:

- Intersection treatments that utilize small retaining walls, ornamental trees and shrubs, and paver treatments in the sidewalk (see Chapter 5: Site Standards for style and color)

- Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)

- Introduction of small shade trees to minimize the impact of the long span of asphalt and concrete

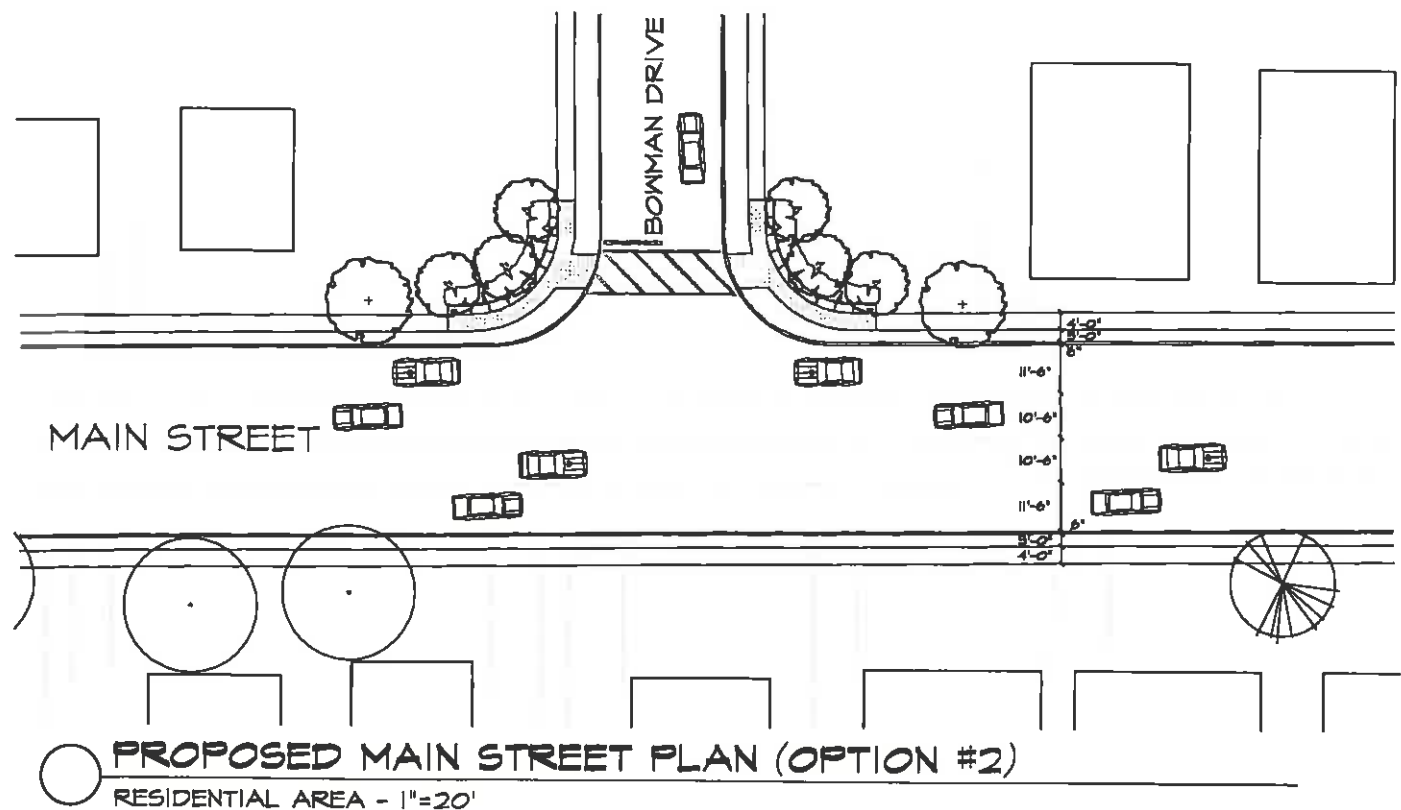
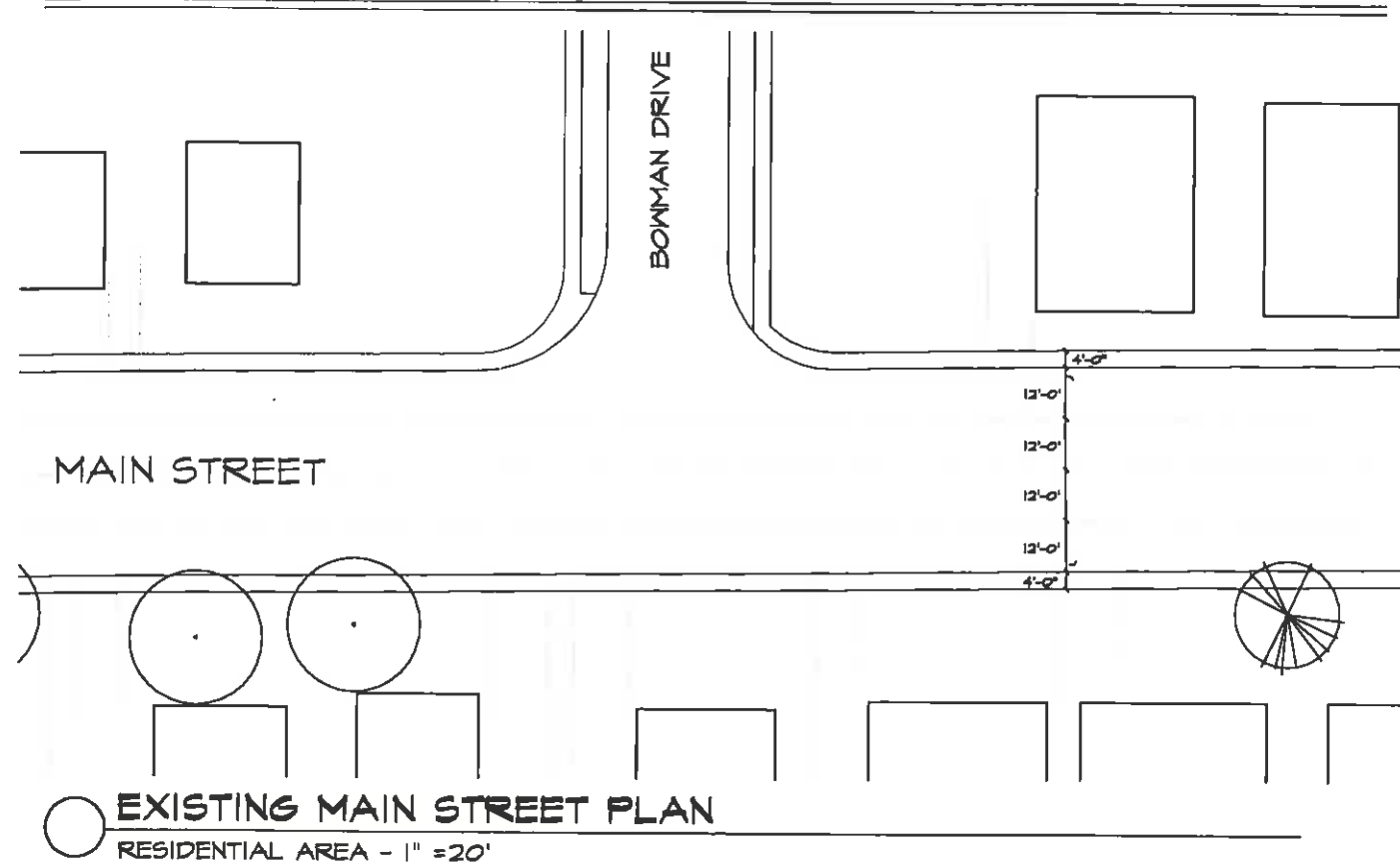
Advantages of Option #2:

- Gains separation between vehicular and pedestrian users, making pedestrian use safer.
- Adds trees and decorative light poles.
- Allows adequate space for snow removal, thus, making the sidewalk available to pedestrians during the winter months
- Helps to reclaim residential feel in this corridor.

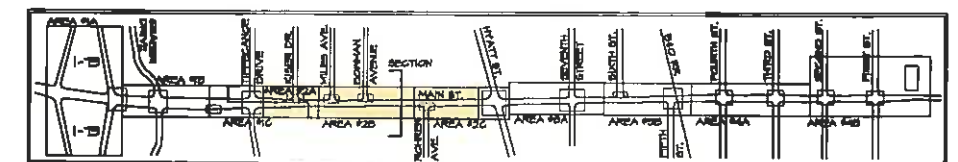
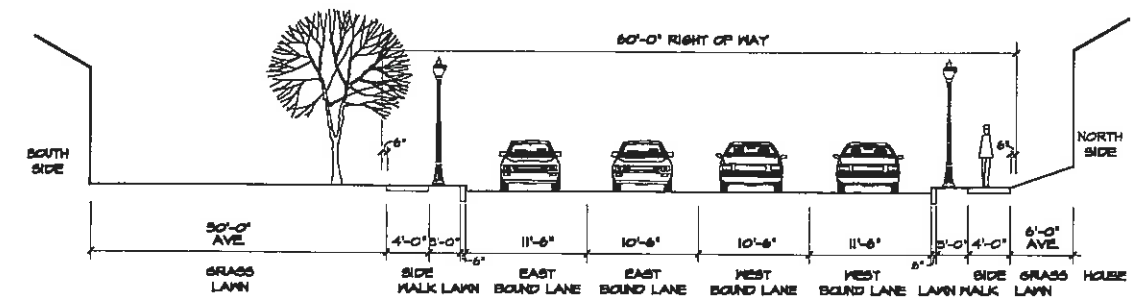
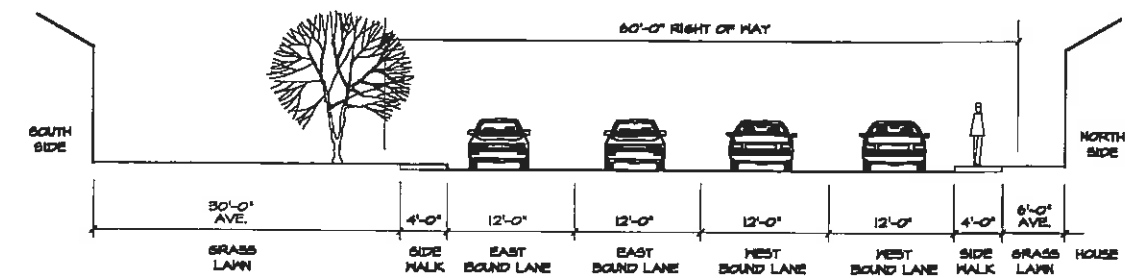
Disadvantages of Option #2:

- Vehicular circulation through this area will be severely impacted during construction.
- Requires some coordination with home owner.
- Requires considerable amount of coordination with ODOT.

RESIDENTIAL DISTRICT - PLAN



RESIDENTIAL DISTRICT - SECTION



Residential Option #3:

Option #3 maintains the current lane width and curb locations, but pulls the sidewalk back away from the curb. (see illustrations, next page) This is accomplished without difficulty on the south side of Main Street. However, on the north side, the close proximity of the homes and the change in grade make the sidewalk adjustment more complicated. Each home that would be affected by Option #3 has been investigated and the following page shows the number of different ways to handle the home owners access to the sidewalk.

This option also includes the standard corridor elements previously mentioned:

- Intersection treatments that utilize small retaining walls, ornamental trees and shrubs, and paver treatments in the sidewalk. (see Chapter 5: Site Standards for style and color)

- Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)

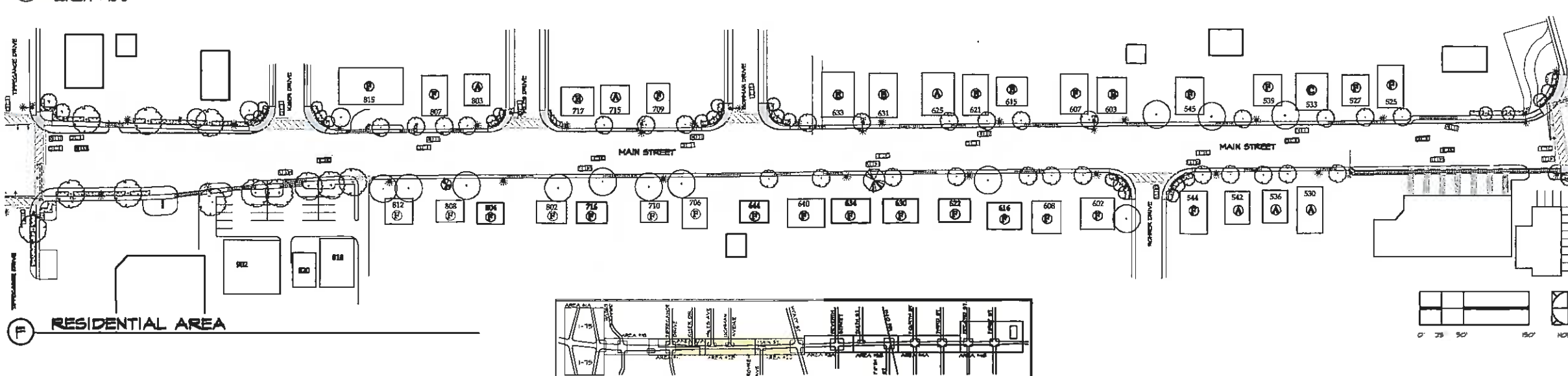
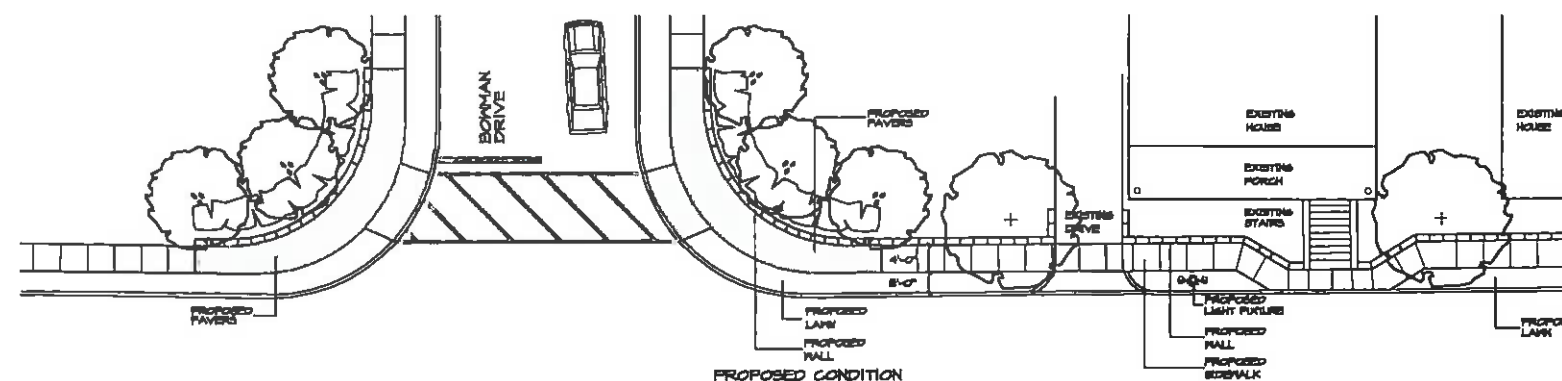
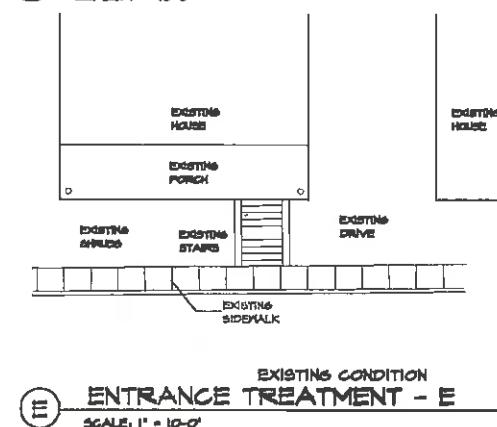
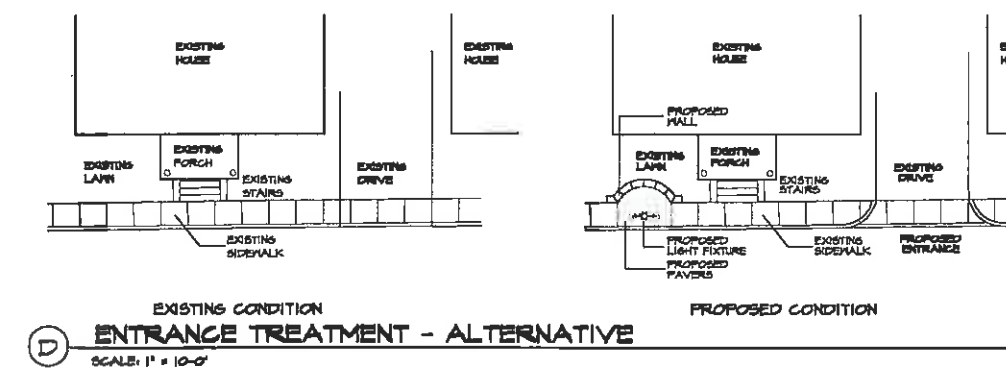
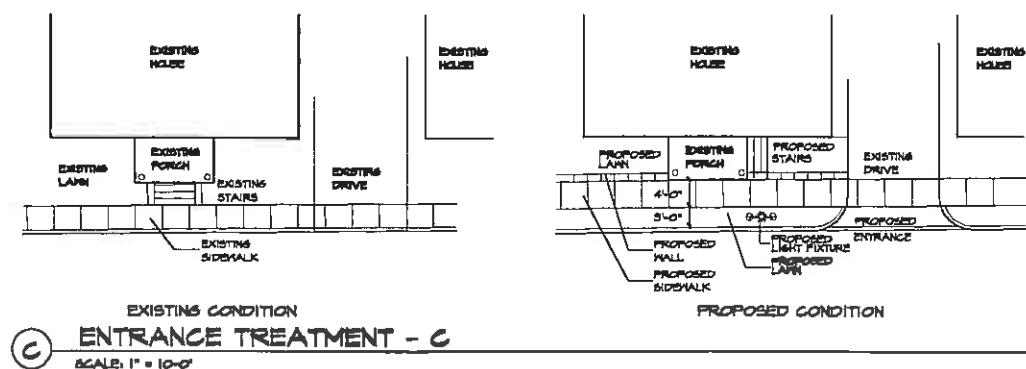
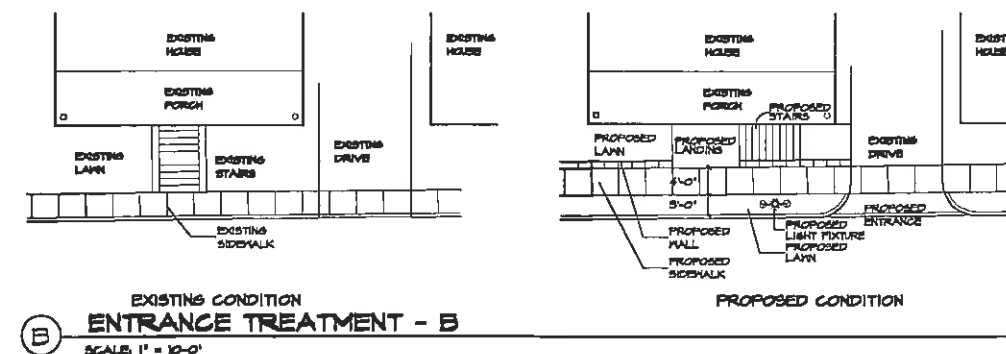
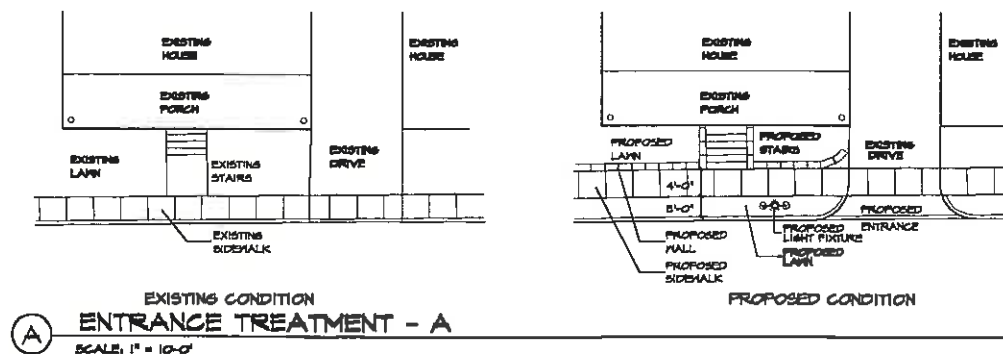
- Introduction of small shade trees to minimize the impact of the long span of asphalt and concrete.

Advantages of Option #3:

- Gains separation between vehicular and pedestrian users, making pedestrian use safer.
- Adds trees and decorative light poles and retaining walls to corridor.
- Accomplishes the most to improve the pedestrian and vehicular experience.
- Requires no coordination with ODOT.
- Allows adequate space for snow removal, thus, making the sidewalk available to pedestrians during the winter months
- Helps to reclaim residential feel in this corridor.

Disadvantages of Option #3:

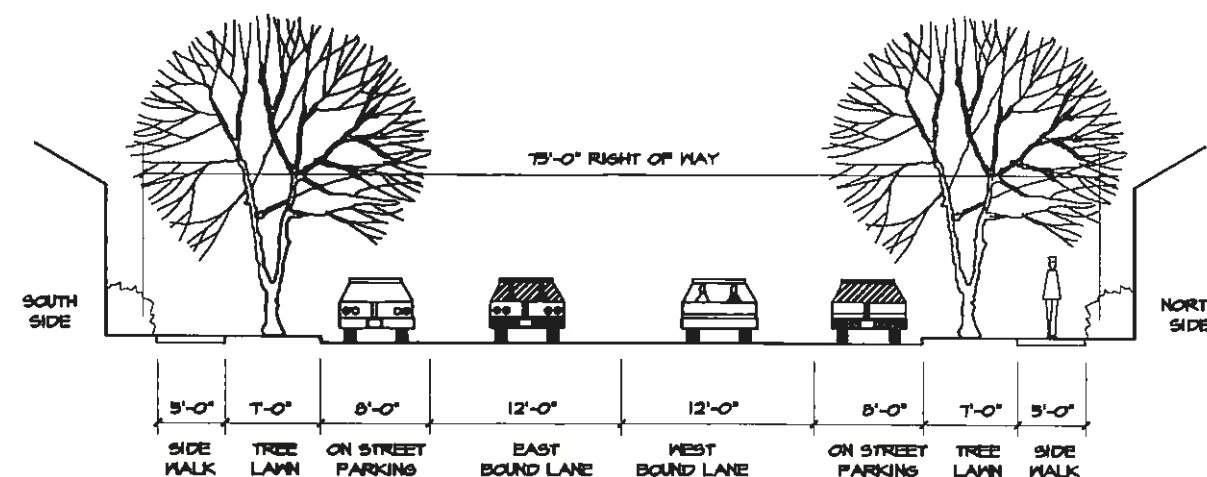
- Most expensive of all options.
- Requires a considerable amount of coordination with home owners.



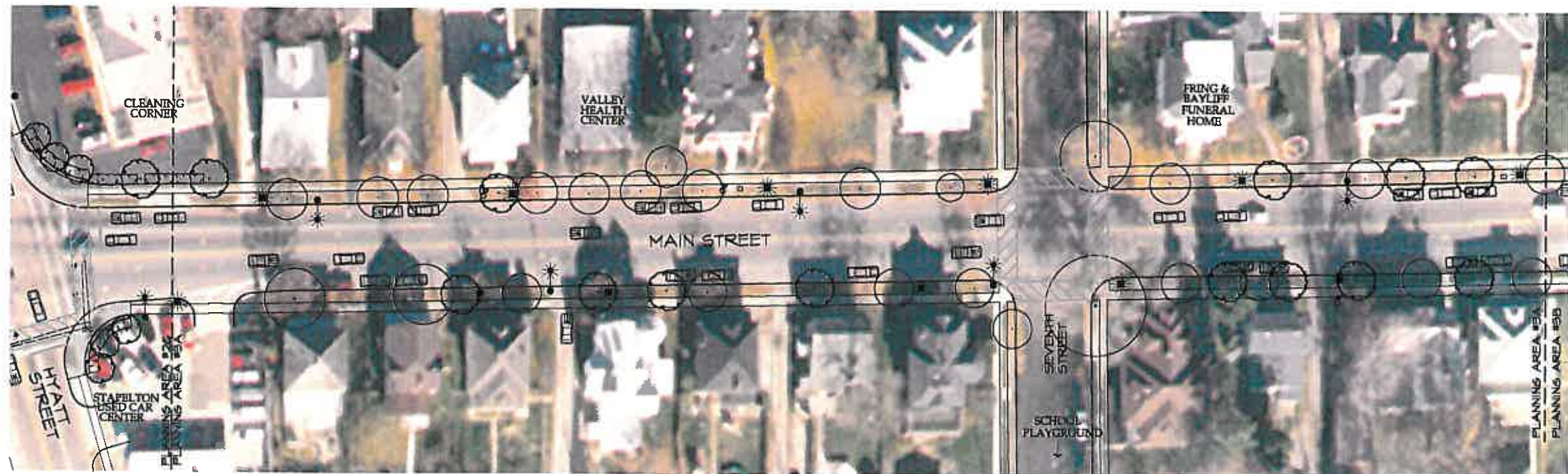
4.6 Historic Residential Area

The existing pedestrian experience through the historic residential district is a pleasant one. The width of the sidewalk is five feet, with 7 feet of separation from Main Street in the tree lawn. The homes are setback a consistent and comfortable distance from the road. Although a few street trees are missing, the remaining trees are healthy and consistent enough to provide shade and reinforce pedestrian separation from the road. In addition to these amenities, the on-street parking serves as a physical barrier that also aids in the delineation of pedestrian space. All of these features combine to create a very pleasant pedestrian experience through the historic residential district. The following elements are standard additions/replacements to the historic residential area:

-Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixtures, signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)

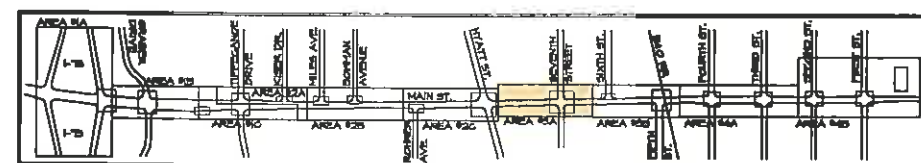
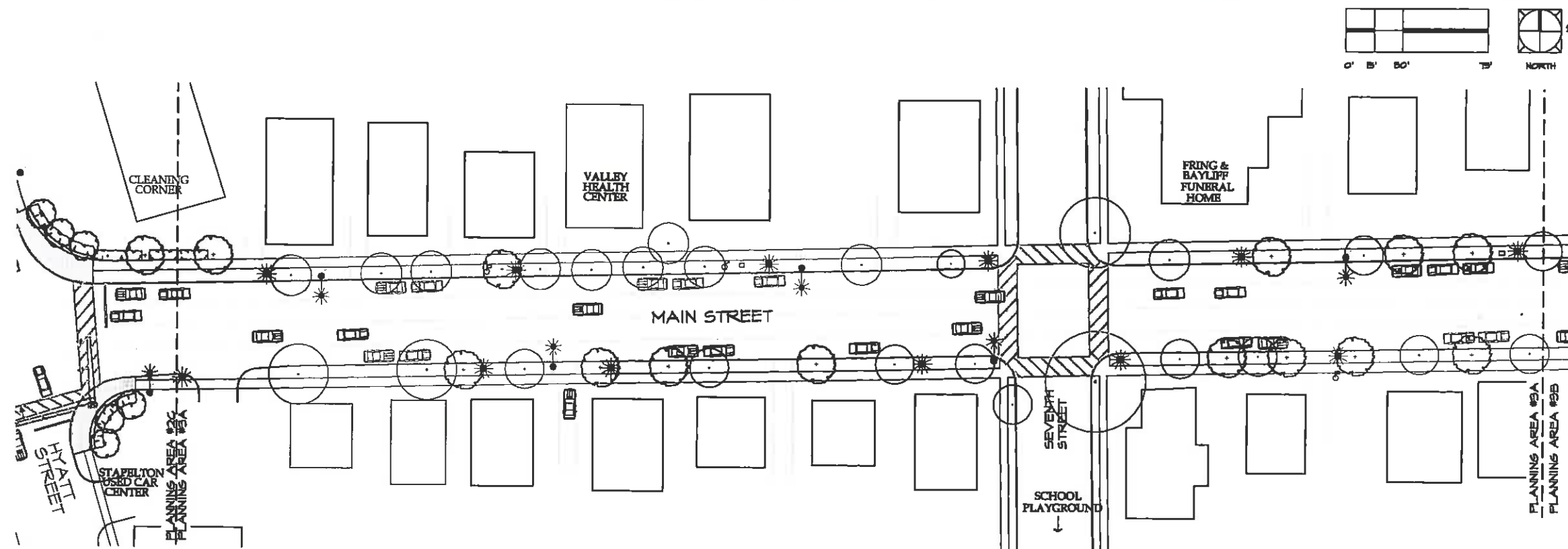


PROPOSED MAIN STREET SECTION
HISTORIC RESIDENTIAL AREA



LEGEND

- MC EXISTING WOOD POLE
- WV COBRA LIGHT FIXTURE
- 8 WOOD ELECTRIC POLE
- @ EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
- MC EXISTING METAL POLE
- WV COBRA LIGHT FIXTURE
- EXISTING DECIDUOUS TREE
- ◐ EXISTING EVERGREEN TREE
- ◑ PROPOSED DECIDUOUS TREE
- ◒ PROPOSED ORNAMENTAL TREE
- ✱ PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
- ▬ PROPOSED DECIDUOUS SHRUB ROW
- ✱ PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
- └─ PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
- ▤ PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')
















TIPP CITY MAIN STREET CORRIDOR STUDY

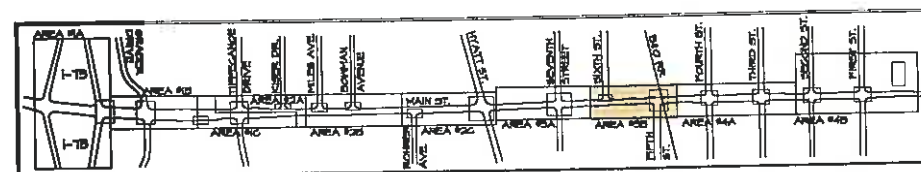
CONCEPTUAL STREETScape PLAN

HISTORIC DISTRICT - RESIDENTIAL
PLANNING AREA #3A



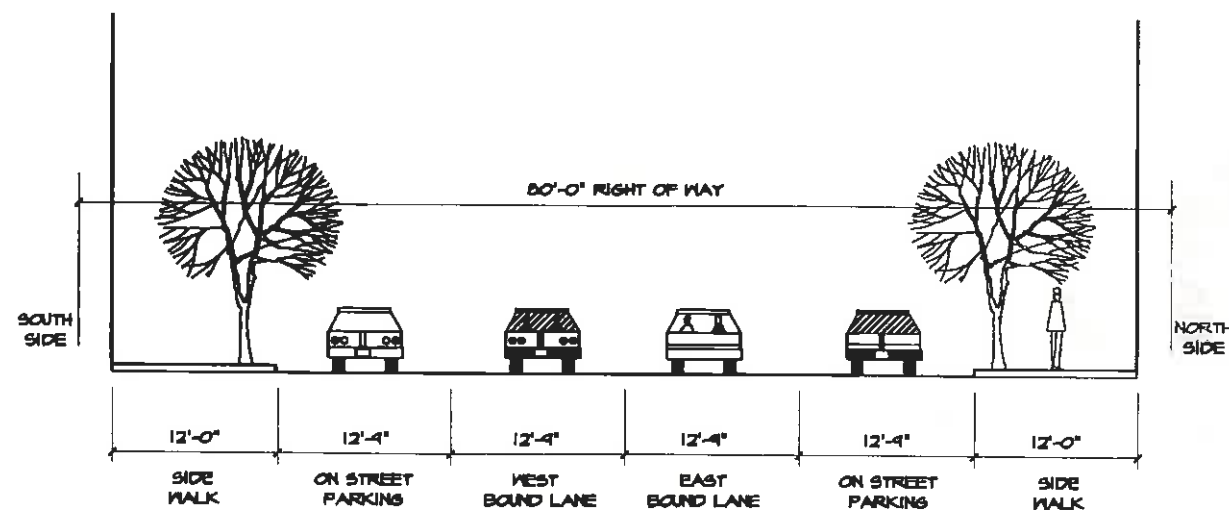
LEGEND

-  EXISTING WOOD POLE
W/ COBRA LIGHT FIXTURE
-  WOOD ELECTRIC POLE
-  EXISTING HISTORIC
PEDESTRIAN LIGHT FIXTURE
-  EXISTING METAL POLE
W/ COBRA LIGHT FIXTURE
-  EXISTING DECIDUOUS
TREE
-  EXISTING EVERGREEN
TREE
-  PROPOSED DECIDUOUS
TREE
-  PROPOSED ORNAMENTAL
TREE
-  PROPOSED TEARDROP LIGHT
FIXTURE ON EXISTING POLE
-  PROPOSED DECIDUOUS
SHRUB ROW
-  PROPOSED 12' PEDESTRIAN
HISTORIC LIGHT FIXTURE
AND POLE
-  PROPOSED MAST ARM
TRAFFIC SIGNAL SYSTEM
-  PROPOSED PEDESTRIAN
WARNING STRIP (SCORED
CONCRETE 2'X2')



TIPP CITY MAIN STREET CORRIDOR STUDY CONCEPTUAL STREETScape PLAN

HISTORIC DISTRICT - RESIDENTIAL
PLANNING AREA #3B



PROPOSED MAIN STREET SECTION
HISTORIC COMMERCIAL AREA

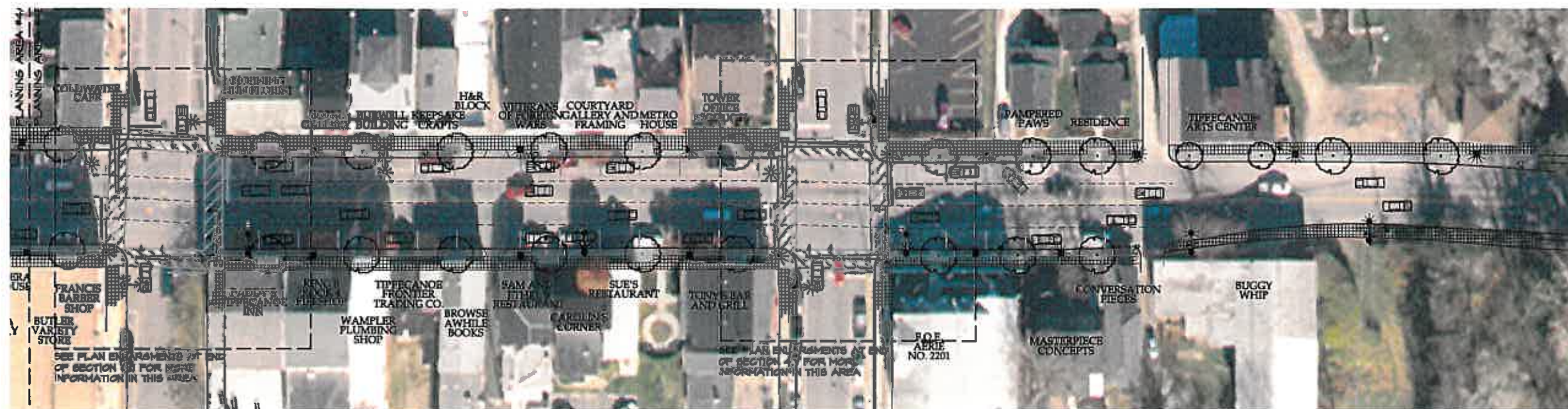
4.7 Historic Commercial Area

The existing historic commercial district boasts a 12' sidewalk with on-street parking. The on-street parking coupled with the proposed street trees maximizes pedestrian/vehicular separation and creates an environment conducive to leisurely walks and window shopping.

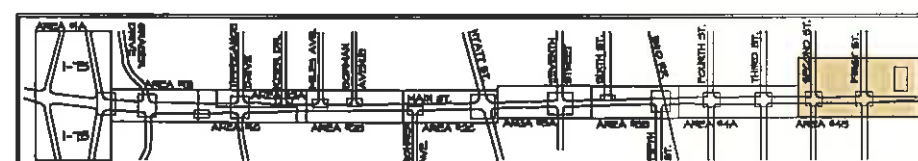
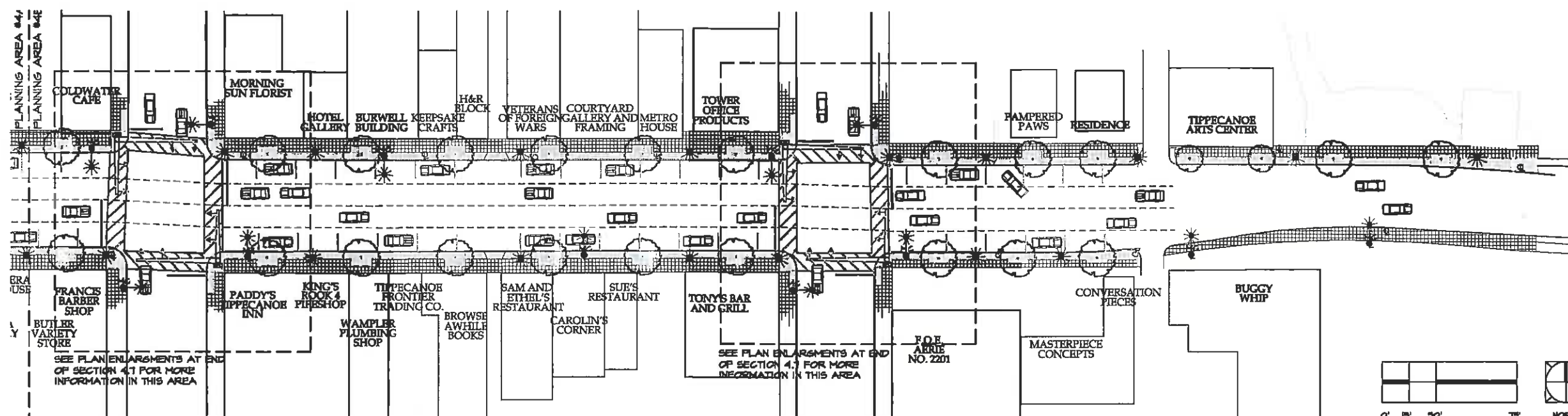
The "eyebrow" concept that was discussed during design meetings was studied at length. Unfortunately, the turning radius was not adequate for the truck traffic that the downtown experiences, and the idea was discarded. Traffic volume and ODOT restrictions prevented lane narrowing, therefore the curbs remained in place.

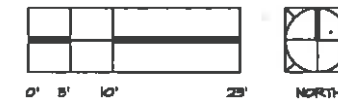
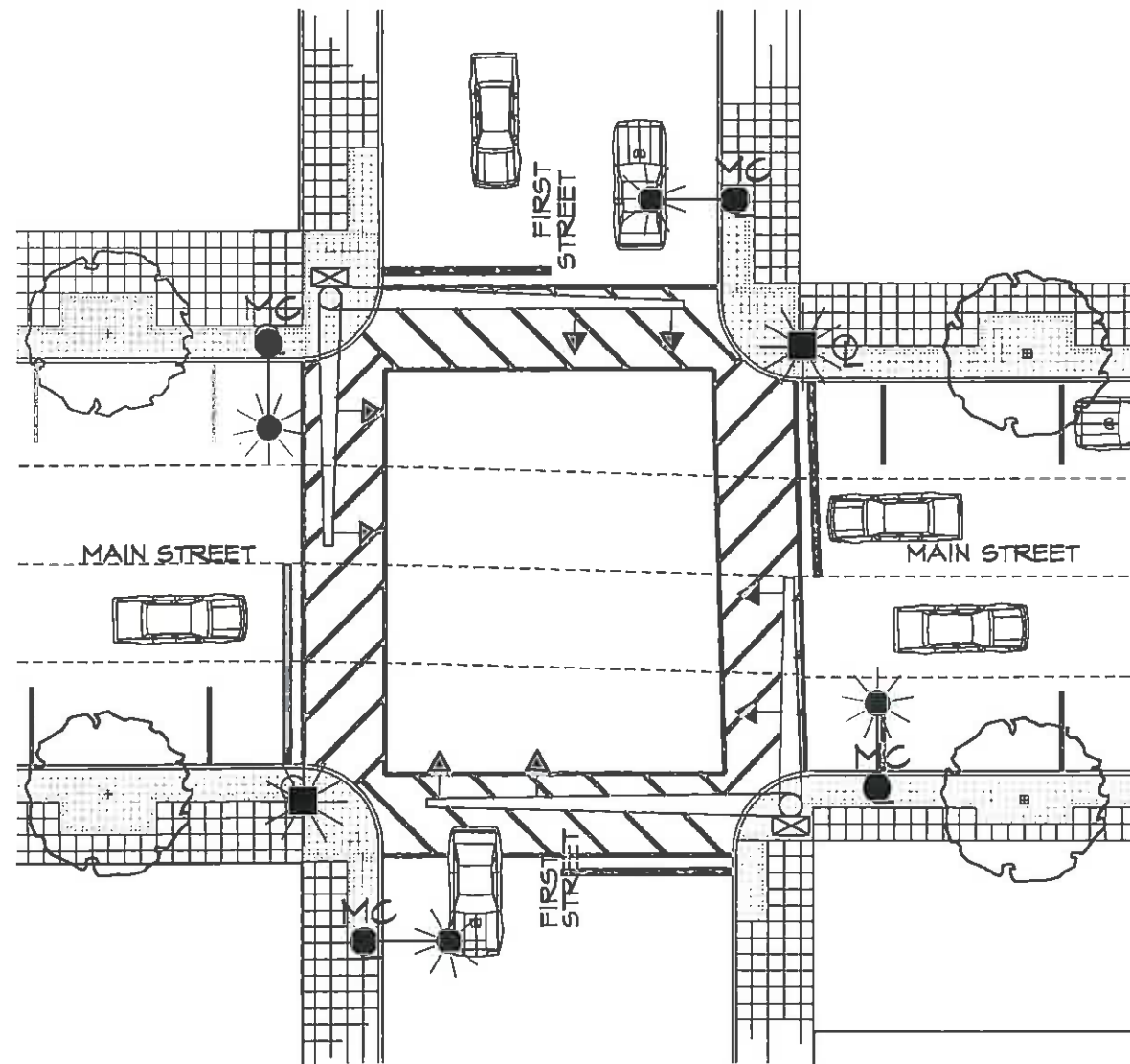
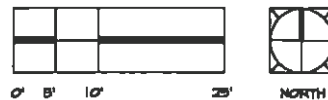
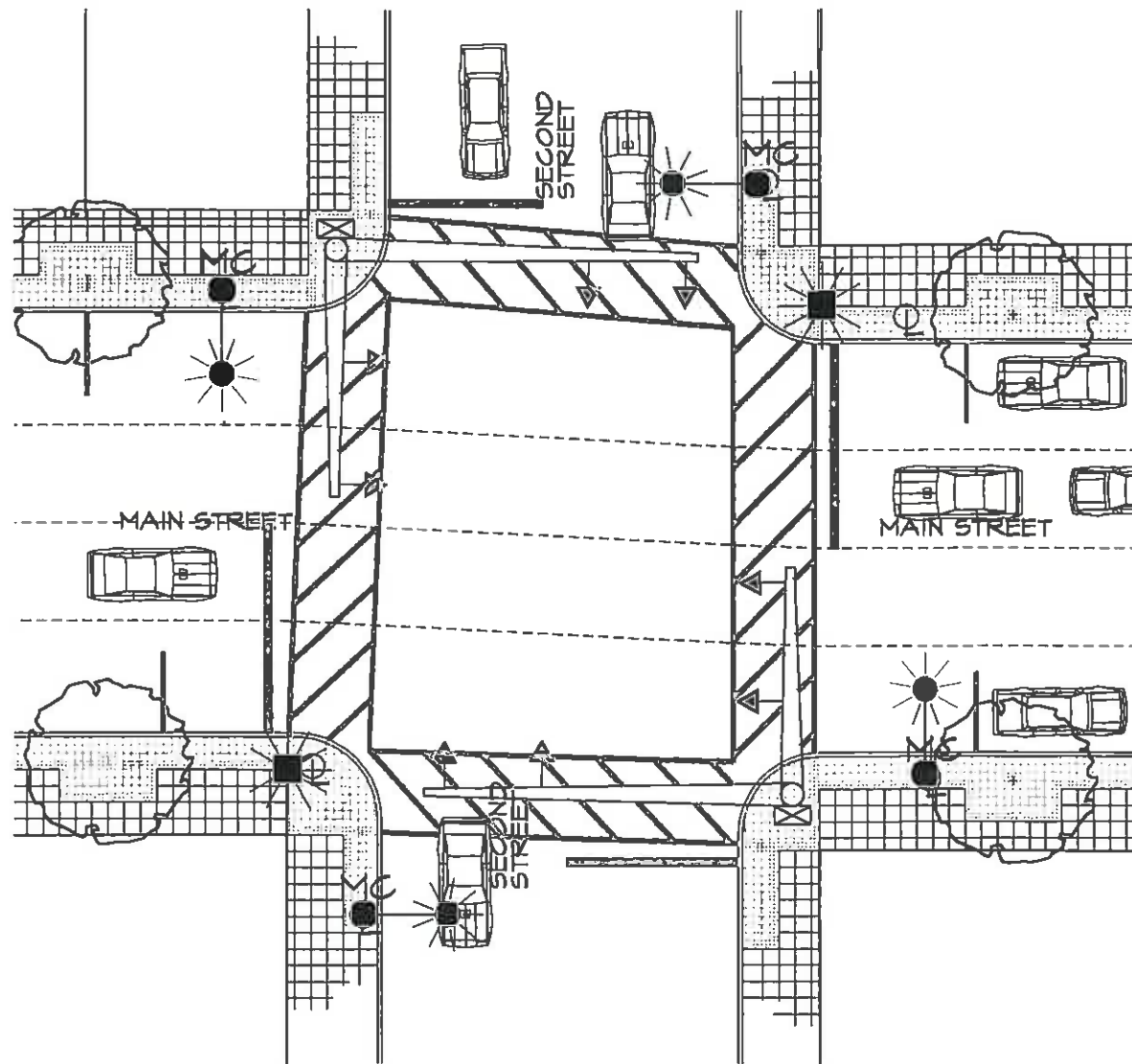
Other features of interest:

- Introduction of new street trees on a more consistent spacing.
- Standard 2'x2' scoring pattern in all concrete sidewalks.
- Introduction of a paver grate tree grate system that maximizes pedestrian walking space (see Chapter 5: Site Standards for style and color)
- Introduction of a 4' wide utility chase adjacent to curb, covered in concrete pavers (see Chapter 5: Site Standards for style and color)
- Introduction of standard decorative/historic lightpoles, tear-drop lights to replace cobra fixture signage, benches, trash receptacles, and mast arms begin to unify the corridor. (see Chapter 5: Site Standards for style and color)

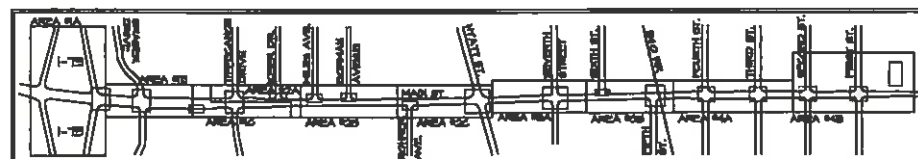


- LEGEND**
- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - W WOOD ELECTRIC POLE
 - EH EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
 - MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
 - EXISTING DECIDUOUS TREE
 - EXISTING EVERGREEN TREE
 - + PROPOSED DECIDUOUS TREE
 - + PROPOSED ORNAMENTAL TREE
 - ✱ PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
 - ▬ PROPOSED DECIDUOUS SHRUB ROW
 - ✱ PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
 - └─ PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
 - ▨ PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')





- LEGEND**
- MC EXISTING WOOD POLE W/ COBRA LIGHT FIXTURE
 - ⊗ WOOD ELECTRIC POLE
 - ⊙ EXISTING HISTORIC PEDESTRIAN LIGHT FIXTURE
 - MC EXISTING METAL POLE W/ COBRA LIGHT FIXTURE
 - EXISTING DECIDUOUS TREE
 - ⊗ EXISTING EVERGREEN TREE
 - ⊙ PROPOSED DECIDUOUS TREE
 - ⊙ PROPOSED ORNAMENTAL TREE
 - ⊙ PROPOSED TEARDROP LIGHT FIXTURE ON EXISTING POLE
 - ▬ PROPOSED DECIDUOUS SHRUB ROW
 - ⊙ PROPOSED 12' PEDESTRIAN HISTORIC LIGHT FIXTURE AND POLE
 - ⊙ PROPOSED MAST ARM TRAFFIC SIGNAL SYSTEM
 - ▬ PROPOSED PEDESTRIAN WARNING STRIP (SCORED CONCRETE 2'X2')



Chapter 5 – Site Standards

5.1 Site Furnishings & Hardware

A consistency in site furnishings will enhance the visual unity of all districts of the Corridor. Standard benches, trash receptacles, bike racks, tree grates and tree guards have been selected for their durability, ease of maintenance and their styling. The classic simplicity of this furniture will adapt to almost every architectural context within the corridor and reinforce the historic flavor of Tipp City. The standard color for all furniture will be black to compliment the standard light poles and fixtures. Once again, any deviation from the standard color should be reviewed by the City for its appropriateness.

Litter Receptacle-

Manufacturer: GameTime, Inc.

Model Number: #UL8253

Color: Green, to match existing historic light poles, as approved by landscape architect.

- Includes durable fiberglass refuse container.
- Flat receptacle top cover.
- Surface mounted.
- Perforated one-piece 14 gauge steel surround.
- Heavy-duty cast frame.
- Powder coated.
- Jatoba wood slats.
- 24"x30"



Bench-

Manufacturer: GameTime, Inc.

Model Number: #UF1996

Color: Green, to match existing historic light poles, as approved by landscape architect.

- Heavy-duty cast frames.
- Surface mount
- Powder coated.
- Jatoba wood slats.
- 6 feet in length.



Bike Rack-

Manufacturer: GameTime, Inc.

Model Number: #7703 (3ft.), #7702 (5ft.), #7700 (7ft.)

Color: Green, to match existing historic light poles, as approved by landscape architect.

- Inground mount
- 2-3/8" O.D. galvanized steel pipe
- Powder coat finish.

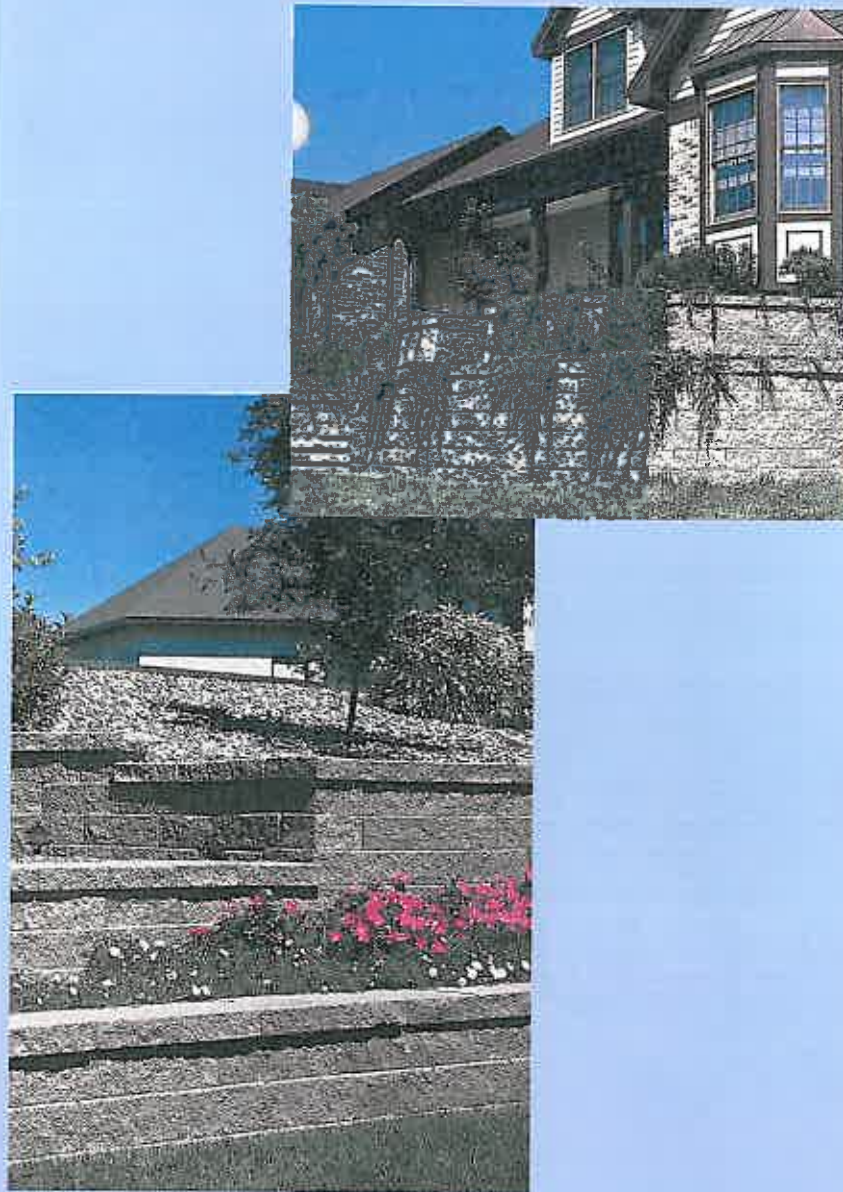


Retaining Wall -

Manufacturer: Versa-Lok Retaining Wall Systems

Model Number: Versa-Lok Handy-Wall

Color: Carmel Blend



Concrete Paver-

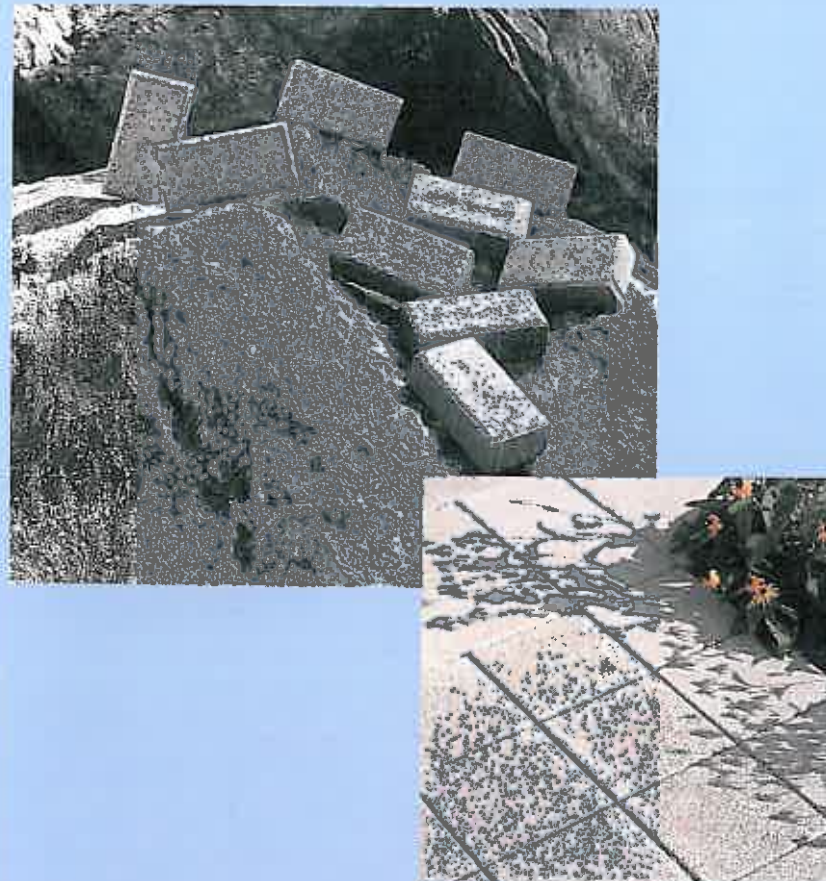
Manufacturer: Hanover Architectural Products Inc.

Model Number: Architectural Concrete Pavers

Color: Natural - Tudor Finish

Standard Sizes - 12" x 12" and 6" x 6"

Standard Thickness - 2 3/8" in pedestrian areas
3" in vehicular areas



Paver Grate-

Manufacturer:

Dumor Inc.

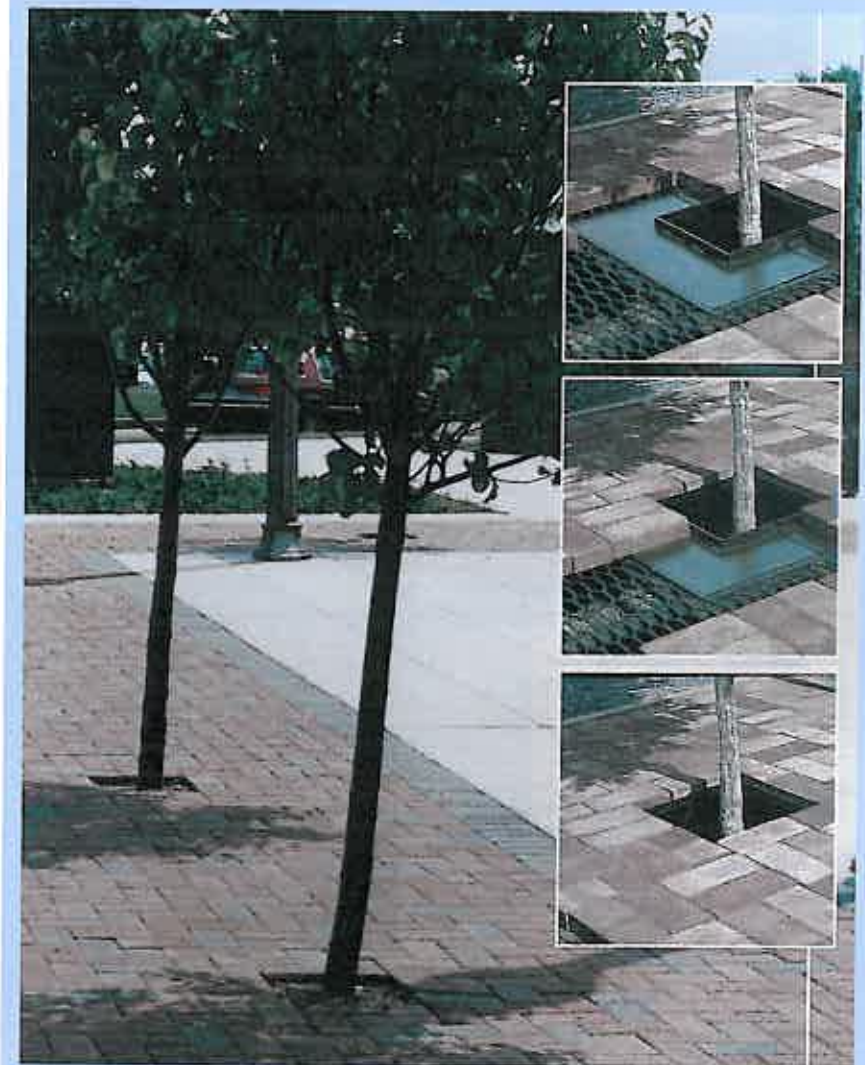
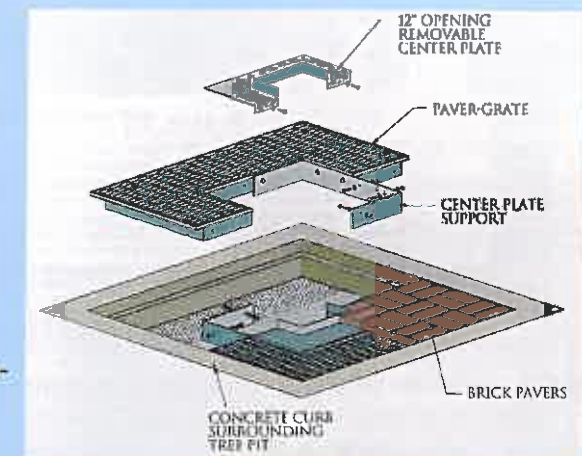
Model Number:

20-40HG

-4' square

-Hot dipped galvanized finish

-12" Center plate
expandable to 24"



Cobra Replacement Fixture:

Manufacturer: Lumec Inc.

Model Number: #Joliet Series JLT10-SE

Color: Green to match existing historic light poles, as approved by landscape architect

- 250 Watt HM
- Cut Off Optics



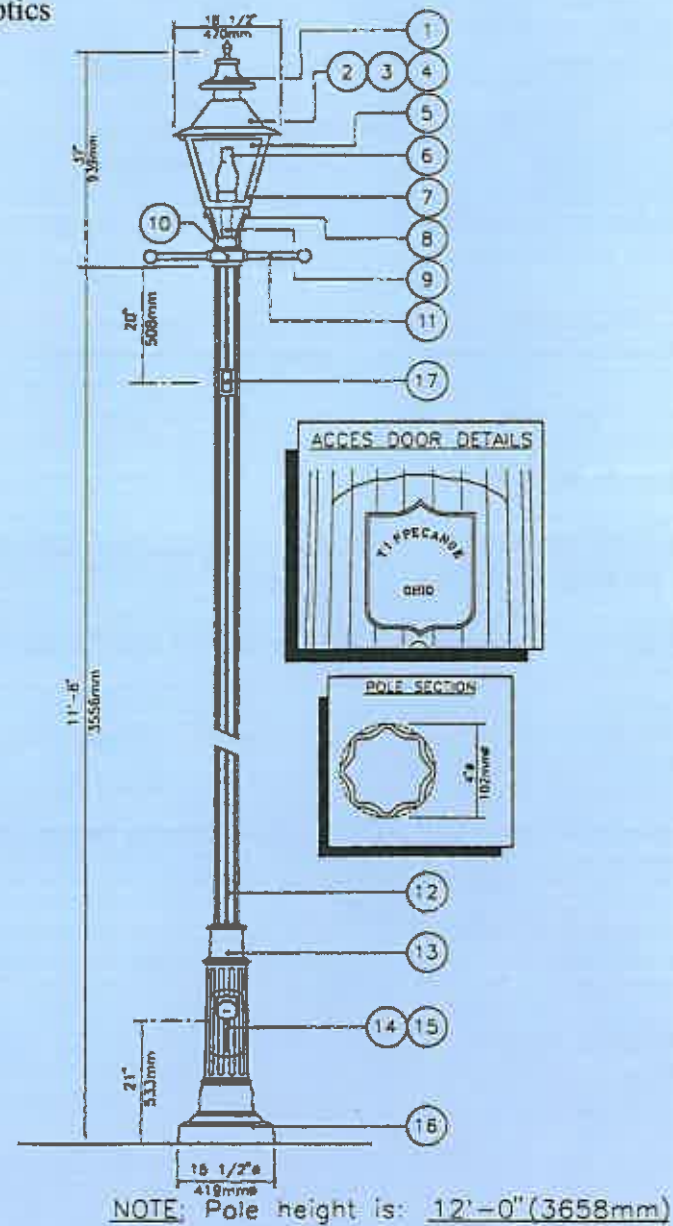
Decorative Pedestrian Light Pole and Fixture

Manufacturer: Lumec Inc.

Model Number: #L21 LMS11289A

Color: Green to match existing historic light poles, as approved by landscape architect

- 100 Watt HPS
- Aluminum Pole and Fixture
- Cut Off Optics
- Tipp City Identifier



Drinking Fountain-

Manufacturer: Murdock Inc.

Model Number: #MC76-2

Color: Green to match existing historic light poles, as approved by landscape architect

- Solid brass bowl.
- Handicap accessible.
- Heavy duty iron base and arm.
- Activated by push button.



5.2 Standard Tree Palette- (from Davey Tree Report, July 1998)

The tree species listed are considered for such factors as: size, disease resistance, pest problems, location suitability, seed or fruit set and visual appearance. Another factor that can be considered in species selection is which trees are presently doing well and are relatively free from insects and disease. While efforts have been made to make appropriate recommendations, nurseries may have further information as to specific cultivars or varieties, which may be more suitable for your location or climate.

Large Trees (>40') <i>Cladrastis lutea</i> Yellowwood	moderate growth rate; flowering; smooth bark; best in non-compacted soils; do not prune in spring
<i>Celtis occidentalis</i> Hackberry	rapid growth rate; tolerant of city conditions
<i>Corylus columna</i> Turkish Filbert	tolerant of urban conditions; pyramidal form; no serious pests
<i>Eucommia ulmoides</i> Hardy Rubber tree	slow to moderate growth rate; leaves look like elm; pest resistant; not for poorly drained sites
<i>Ginkgo biloba</i> Ginkgo	choose male cultivars; no pests; training pruning recommended; upright cultivars also available
<i>Gleditsia triacanthos</i> Honeylocust	provides light shade with small leaflets and open growth habit; tolerates urban conditions
<i>Gymnocladus dioica</i> Kentucky Coffeetree	moderate growth rate; open crown; use male like 'Macho'; few pests or diseases
<i>Metasequoia glyptostroboides</i> Dawn Redwood	rapid growth rate; deciduous conifer; good form; generally pest free
<i>Nyssa sylvatica</i> Tupelo or Black Gum	slow growth rate; brilliant fall color; slow growing; tolerant to drought and flooding
<i>Quercus imbricaria</i> Shingle Oak	slow to medium growing; acorns less of a litter problem than most oaks; transplant in spring
<i>Quercus bicolor</i> Swamp White Oak	slow growth rate, tolerant of urban conditions; transplants well in spring
<i>Quercus rubra</i> Red Oak	fast growing tree; tolerates urban conditions along street with heavy traffic

<i>Taxodium distichum</i> Common Baldcypress	moderate to fast growth rate; deciduous conifer; tolerates poor drainage
<i>Tilia cordata</i> Littleleaf Linden	good shade tree for street conditions; has conical growth habit while young, becoming broader
<i>Ulmus parviflora</i> Chinese (Lacebark) Elm	moderate growth rate; choose Dutch Elm disease (DED) and phloem necrosis resistant cultivars such as 'Drake', 'Dynasty', 'Ohio', and 'Prospector'
Medium Trees (25-40') <i>Acer campestre</i> Hedge Maple	Fits under utility lines; tolerates a wide range of urban sites; no serious insect or disease problems
<i>Aesculus x camea 'Briotii'</i> Ruby Red Horsechestnut	Tolerant of urban conditions; fairly heat and drought resistant, slow growth rate
<i>Carpinus caroliniana</i> American Hornbeam	slow growth rate; well-suited to small spaces and shady suburban sites
<i>Cercidiphyllum japonicum</i> Katsura Tree	moderate to fast growth rate; few diseases or pests
<i>Halesia caroliniana</i> Carolina Silverbell	slow growth rate; pest resistant; subtle flowers
<i>Koelreuteria paniculata</i> Goldenrain Tree	flowering; tolerant of urban conditions; transplant in spring
<i>Ostrya virginiana</i> American Hophornbeam	performs well in urban settings; choose tree form
<i>Parrotia persica</i> Persian Ironwood	pest free; attractive bark
<i>Phellodendron amurense</i> Amur Corktree	corky bark; choose male cultivar like 'Macho'; pest free; upright growth; shallow roots
Small Trees (<25') <i>Acer ginnala</i> Amur Maple	Very cold hardy; good street tree; slow growing; single or multi-stemmed
<i>Amelanchier</i> spp. Serviceberry	a variety of flowering cultivars available; can be sensitive to city conditions and pests; very attractive in spring

<i>Maackia amurensis</i> Amur maackia	slow growth rate; flowering tree; interesting bark
<i>Cercis canadensis</i> Eastern Redbud	moderate growth rate; sun or partial shade; and Minnesota strains are more winter hardy
<i>Chionanthus retusus</i> Chinese Fringetree	slow growth rate; multi-stemmed; flowering; will grow in understory
<i>Cornus kousa</i> Kousa Dogwood	slow to moderate growth rate; use tree form; flowering
<i>Crataegus</i> sp <i>Hawthorn</i> spp	choose thornless tree form, flowering; withstands compaction; e.g. Crimson Cloud English Hawthorn
<i>Syringa reticulata</i>	choose tree form; flowering

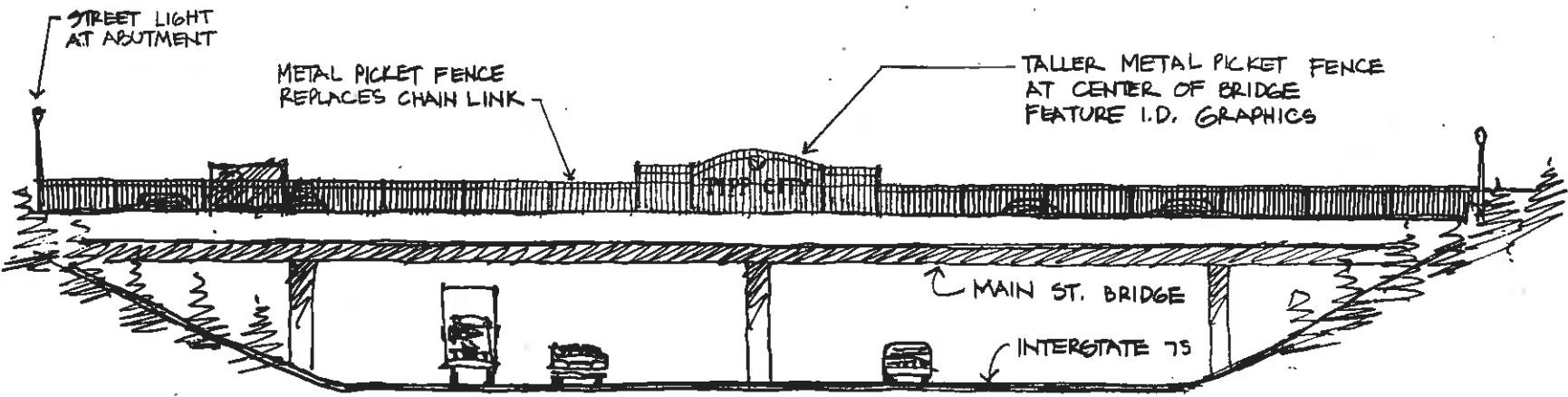
Special Use Trees

In certain areas of the city, such as the downtown business district, or in areas of restricted above-ground space, the best tree choice may be those varieties that grow more upright in what is termed a fastigate, or columnar manner. This form achieves two things: 1. because of their tighter, upright habit, there is minimal storefront blockage; and, 2. They will not be wide-branching thus avoiding sidewalk clearance concerns. The following tree species and varieties offer the described characteristics and should be considered for tight space situations:

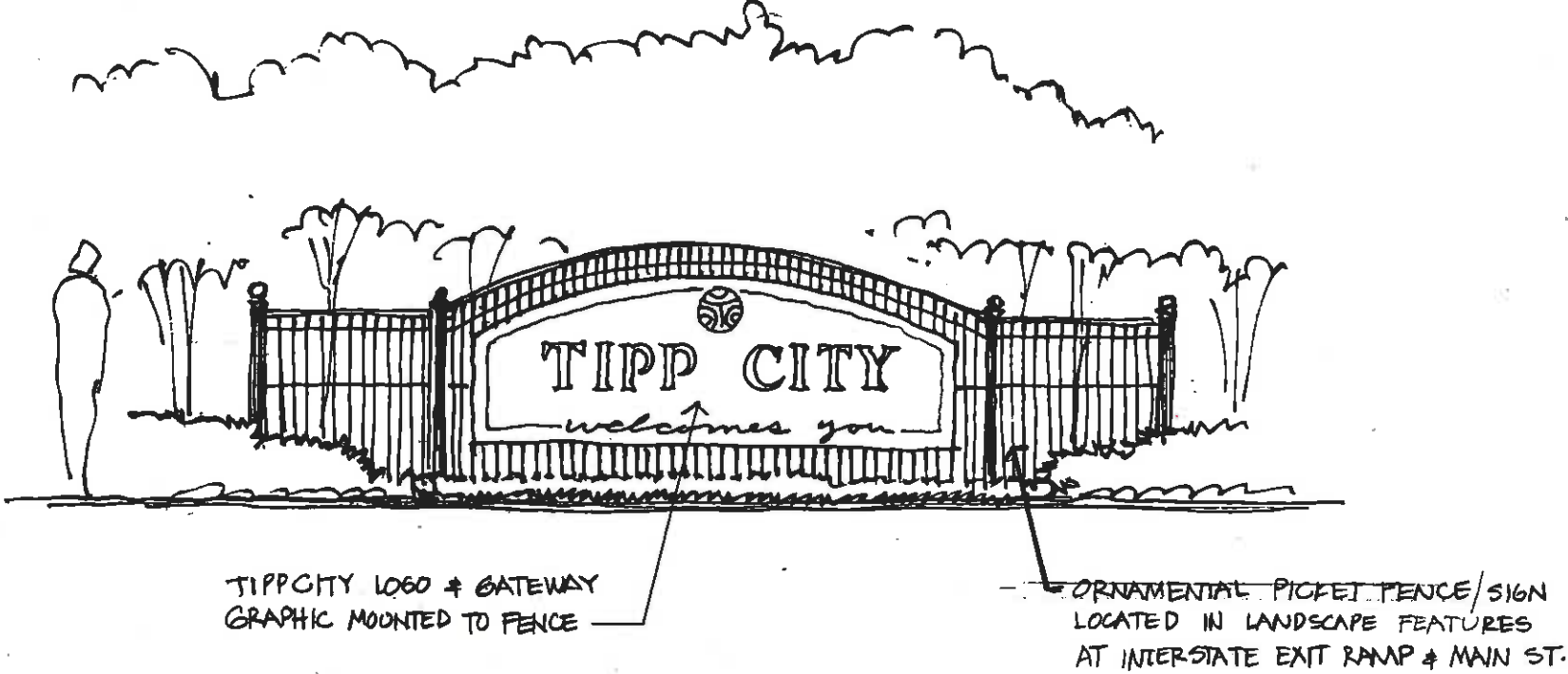
Acer campestre 'Evelyn' - Queen Elizabeth Hedge Maple
Acer rubrum 'Bowhall' - Bowhall Red Maple
Acer rubrum 'Karpick' - Karpick Red Maple
Amelanchier laevis 'Cumulus' - Cumulus Serviceberry
Amelanchier x graniflora 'Robin Hill' Tree Form - Robin Hill Serviceberry
Carpinus betulus 'Fastigiata' Tree Form - Fastigate European Hornbeam
Ginkgo biloba 'Lakeview' - Lakeview Ginkgo (male trees only)
Ginkgo biloba 'PNI 2720' - Princeton Sentry Ginkgo
Malus 'Centurion' Tree Form - Centurion Crabapple
Malus 'Hargozam' Tree Form - Harvest Gold Crabapple
Malus 'Mazam' Tree Form - Madonna Crabapple
Malus 'Sentinel' Tree Form - Sentinel Crabapple
Prunus sargentii 'Columnaris' Tree Form - Columnar Sargent Cherry
Prunus serrulata 'Amanogawa' Tree Form - Amanogawa Oriental Cherry
Pyrus calleryana 'Chanticleer' - Cleveland Select Callery Pear
Quercus robur 'Skyrocket' - Skyrocket English Oak

Chapter 6 – Site Signage

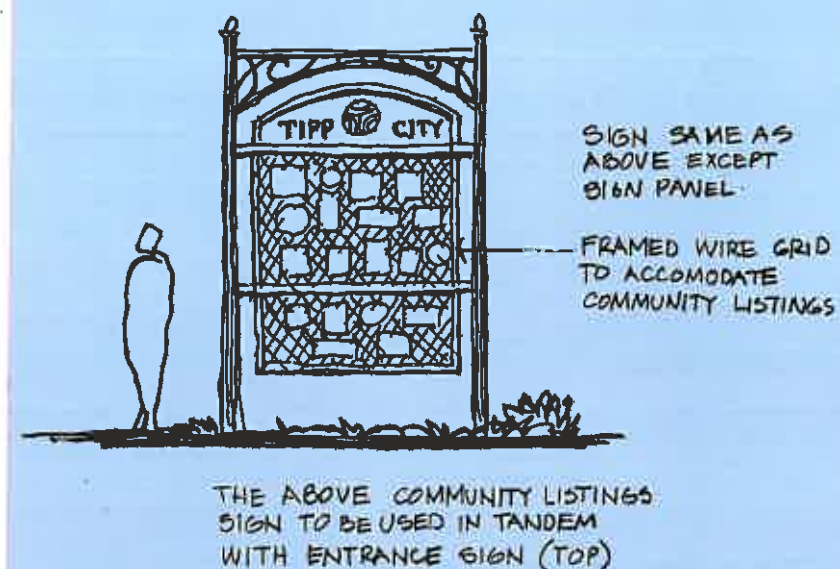
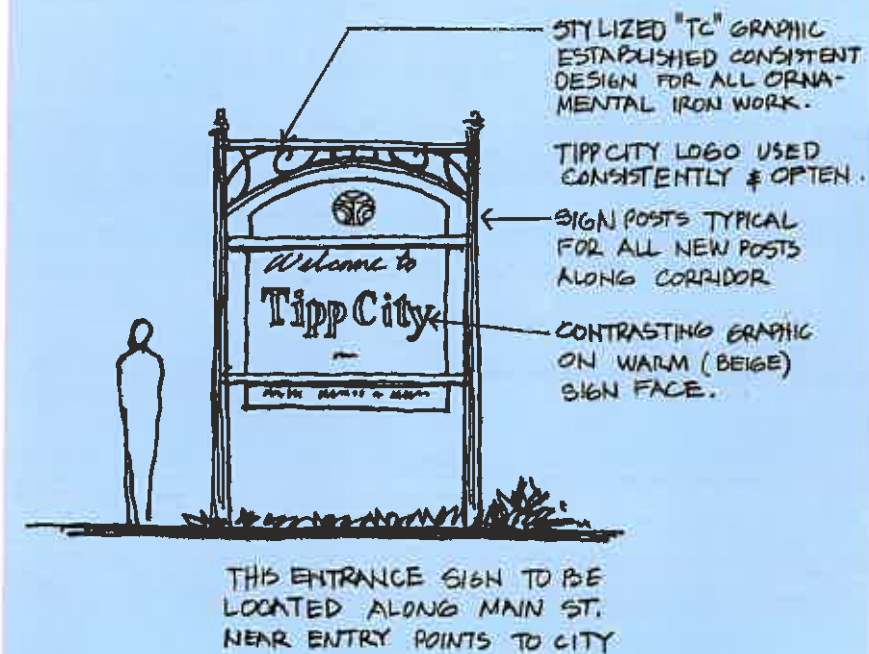
Site signage will add yet another common element within the corridor that will enhance user experience, and increase awareness. The following illustrations are graphic examples of locator signage that will be special and unique to the corridor environment. This uniqueness further stresses the significance of the corridor as the financial, social, and cultural heart of Tipp City.



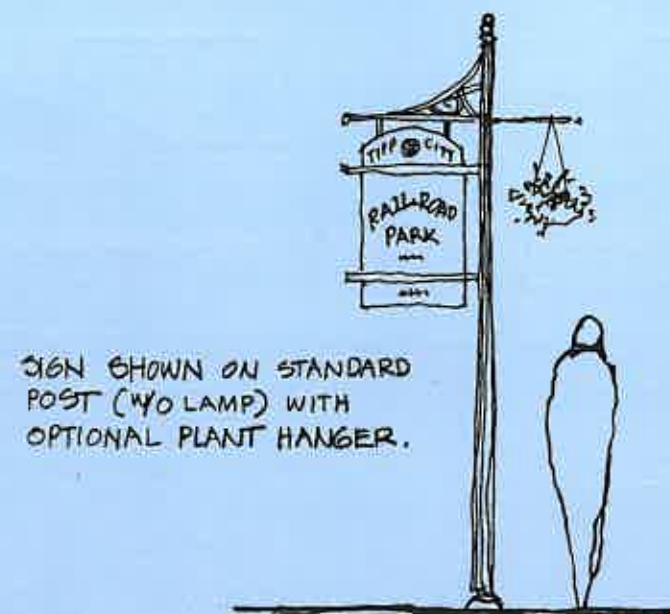
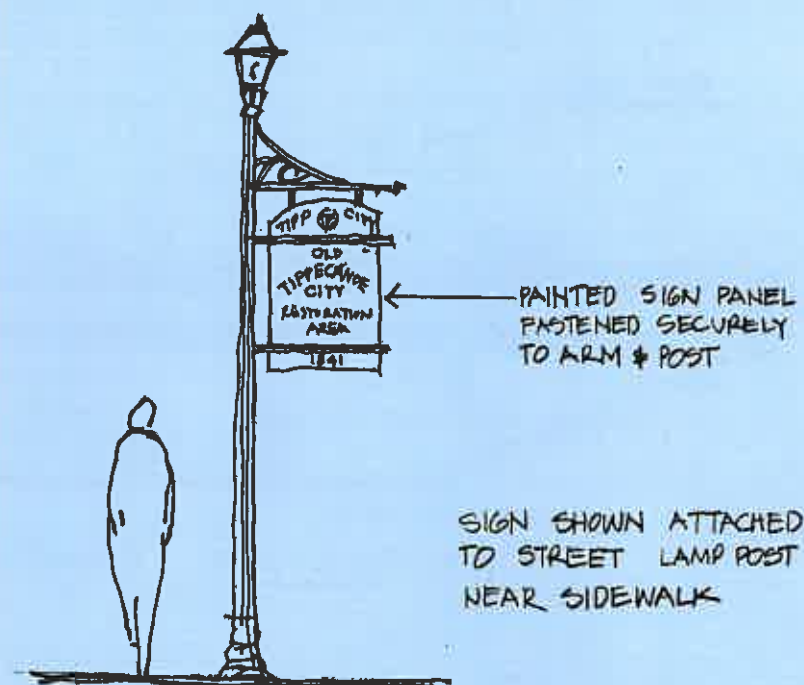
A INTERSTATE IDENTIFIER NO SCALE



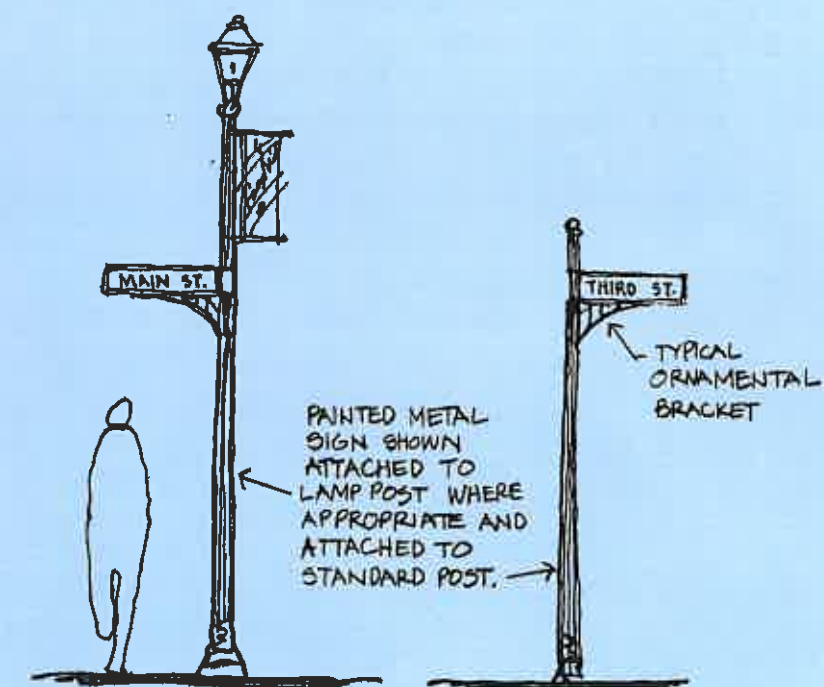
B GATEWAY IDENTIFIER



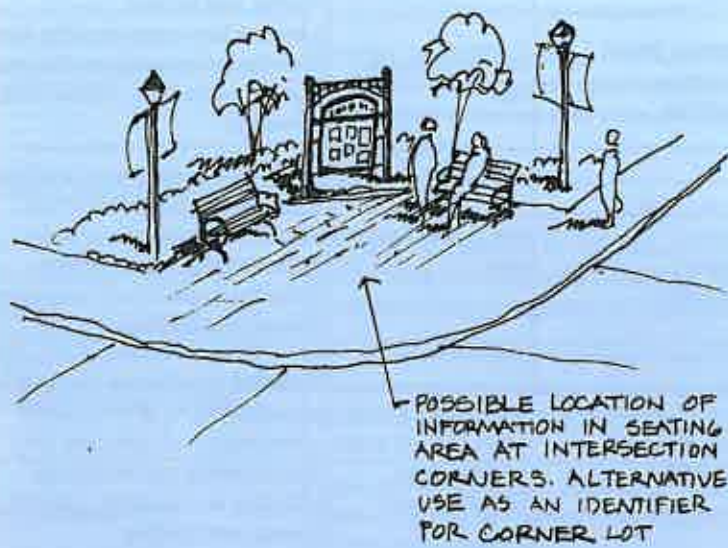
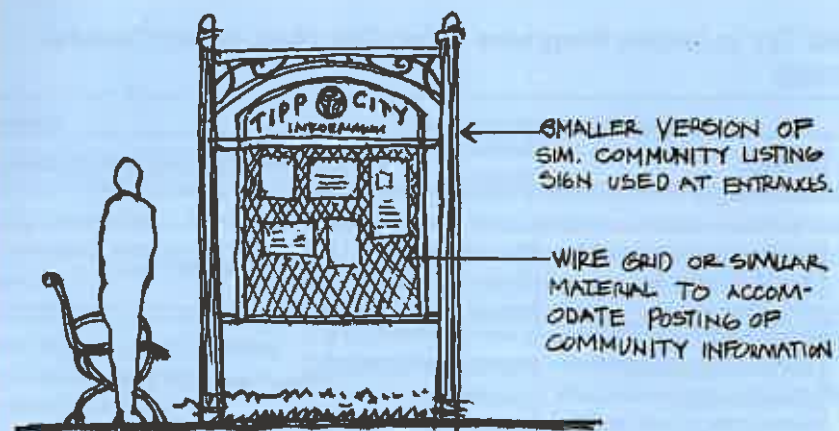
C COMMUNITY ENTRANCE



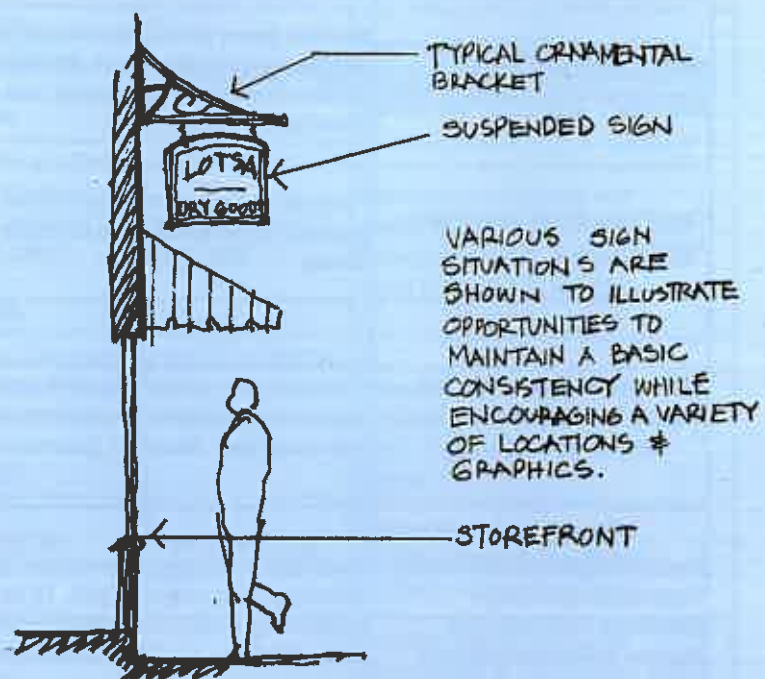
D DISTRICT/NEIGHBORHOOD IDENTIFIER



E STREET IDENTIFIER



G COMMUNITY INFORMATION



F COMMERCIAL SIGNS

Chapter 7 - Implementation

7.1 - Funding Information

The following report was compiled by LSR Consultants and contains critical information concerning the acquisition of funds for the Main Street Corridor Revitalization.

Community and Economic Development Grant Programs and Tax Incentive Programs - Tipp City Main Street Corridor July 1999

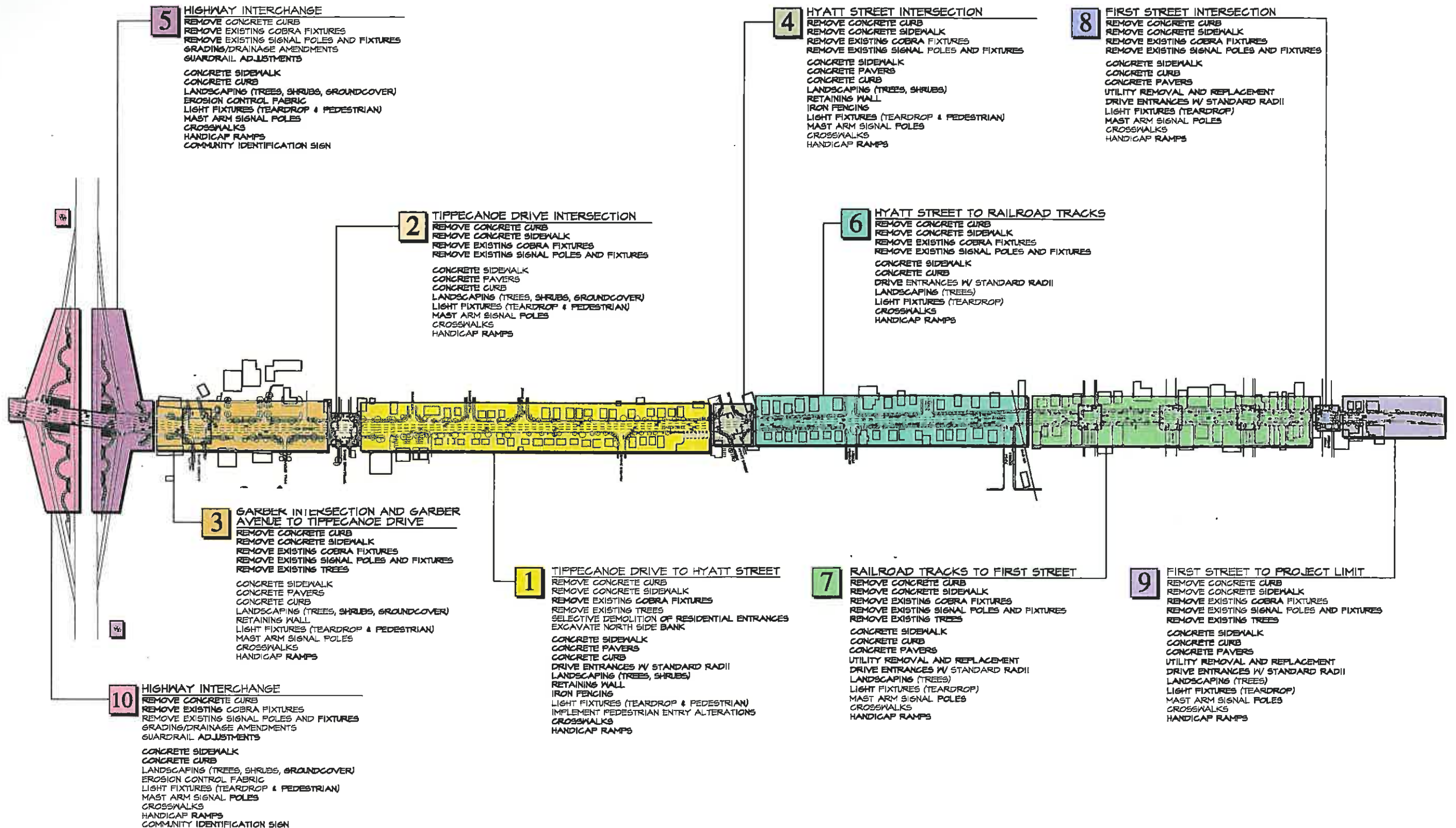
Program	Terms / Incentives / Funds Available	Contact	Application Deadline	Potential Tipp City Projects
INFRASTRUCTURE FINANCING PROGRAMS				
Ohio Water Supply Revolving Loan Fund	Financing is limited to drinking water systems that are in need of improvements. Loan amount, type, and interest rate vary.	Monica Hogan, Ohio EPA (614) 644-2752	Open Application Cycle	Water treatment plant
Ohio Water Development Authority - 2% Loan Program	Financing is limited to public drinking water supplies that are required to meet an enforceable requirement of the Safe Drinking Water Act, or the Clean Water Act. Provides a 2% interest rate loan that can be repaid over 25 years. (Loan Amount Varies)	John Arduini, Ohio EPA (614) 644-2752	1st week in October of each year	Water treatment plant
Miami County Community Development Block Grant (CDBG)	Provides grants to municipalities and townships to develop and revitalize infrastructure and other community facilities in commercial, industrial, and residential areas. (Grant amount varies).	Gregg Gorsuch, Miami County Planning and Zoning Department (937) 332-8854	1st week in July of each year	Roadway resurfacing and widening, signalization, lane elimination, consolidation of curb cuts, and streetscaping improvements including landscaping, decorative pavers, and lighting
Ohio Public Works Commission Grant	Funds all types of capital improvement and infrastructure projects, including roadways & bridges (Grant amount varies).	Doug Christian, Miami County Engineer, (937) 332-7030	Mid-July of each year	Infrastructure improvements along Main Street including roadways, sewers, water lines, utilities and sidewalks
ODOT Administered - TEA-21 Surface Transportation Funds	Up to 80% of the cost of construction or implementation of a transportation related project. To be competitive, engineering should be completed and ROW purchased before applying. Must be a governmental agency to apply.	Karen Young, Ohio Department of Transportation (614) 752-5259	Mid-July of each year	Roadway resurfacing and widening, signalization, lane elimination, consolidation of curb cuts, and streetscaping improvements including landscaping, decorative pavers, and lighting
Miami Valley Regional Planning Commission (MVRPC) - Regionally Controlled T-21 Surface Transportation Funds	Up to 80% of the cost of construction or implementation of a transportation related project. To be competitive, engineering should be completed and ROW purchased before applying. Must be a governmental agency to apply.	Don Spang, MVRPC (937) 223-6323	November of each year - Subject to bid solicitation by MVRPC Board	Roadway resurfacing and widening, signalization, lane elimination, consolidation of curb cuts, and streetscaping improvements including landscaping, decorative pavers, and lighting
TAX INCENTIVE PROGRAMS				
Community Reinvestment Area (CRA)	Up to 100% exemption of the value of real property improvements for up to 15 years.	Robert Stempfer, Ohio Department of Development 1-800-848-1300	Open Application Cycle	Tax incentives to property owners for development or redevelopment of commercial properties
Tax Increment Financing (TIF) Program	Taxes on new development are redirected to pay for public improvements in the TIF district.	Jim Dando, Tipp City (937) 667-6305	Open Application Cycle	Financing for public improvements associated with new commercial projects along Main Street

Program	Terms / Incentives / Funds Available	Contact	Application Deadline	Potential Tipp City Projects
PARKS AND RECREATION PROGRAMS				
ODOT Administered - TEA-21 Bicycle and Pedestrian Projects Grant	Up to 80% of the cost of construction or implementation of a pedestrian or bicycle-related project. To be competitive, engineering should be completed and ROW purchased before applying. Must be a governmental agency to apply.	Karen Young, Ohio Department of Transportation (614) 752-5259	Mid-July of each year	Construction of bicycle and pedestrian paths to connect Main Street commercial and residential areas to the rest of the city
Miami Valley Regional Planning Commission (MVRPC) - Regionally Controlled T-21 Bicycle and Pedestrian Funds	Up to 80% of the cost of construction or implementation of bicycle / pedestrian trail - related projects. To be competitive, engineering should be completed and ROW purchased before applying. Must be a governmental agency to apply.	Don Spang, MVRPC (937) 223-6323	November of each year - Subject to bid solicitation by MVRPC Board	Construction of bicycle and pedestrian paths to connect Main Street commercial and residential areas to the rest of the city
NatureWorks	Up to 75% reimbursement program for the acquisition, rehabilitation or development of park and recreation facilities. (Amount varies).	Steve Kloss, Ohio Department of Natural Resources (614) 265-6408	July 1st of each year	Renovation of B&O railroad depot and construction of passive outdoor recreational facilities at Canal Lock
National Recreational Trails Fund	Provides up to 80% Federal reimbursement for the acquisition, development, rehabilitation, and maintenance of recreational trails and related facilities.	William Deahler Jr., Ohio Department of Natural Resources, Division of Real Estate & Land Management (614) 265-6395	Mid - February of each year	Construction of bicycle and pedestrian paths to connect Main Street commercial and residential areas to the rest of the city
DOWNTOWN REVITALIZATION PROGRAMS				
State of Ohio Downtown Commercial Revitalization Program	Grants up to \$400,000 for infrastructure, streetscaping, and building improvements in commercial districts which have been designated as "slum and blight"	Margaret Rollins, Office of Housing and Community Partnerships (614) 466-2285	October of each year	Infrastructure, streetscaping, and building facade improvements in "Olde Tippecanoe Restoration District"
Special Improvement District	Assesses property owners in commercial districts for capital improvement and marketing projects.	Jim Dando, Tipp City (937) 667-6305	Open Application Cycle	Financing for infrastructure, streetscaping, and marketing programs along Main Street
Urban Renewal	Legislation allowing cities to create an Urban Renewal Area to acquire underutilized or deteriorated commercial and industrial properties.	Jim Dando, Tipp City (937) 667-6305	Open Application Cycle	Facilitate city acquisition of underutilized or deteriorated Main Street properties
HISTORIC PRESERVATION PROGRAMS				
Certified Local Government (CLG) Grants	Grants up to 60% for local historic preservation projects, including planning, survey of historic buildings, national registration, acquisition, development, pre development projects, and public education	Judy Krasniewski, Ohio Historic Preservation Office (614) 297-2470	October of each year	Planning, construction, and education projects in "Olde Tippecanoe Restoration District"

7.2 - Phasing

The following illustration shows the phasing strategy for the revitalization of the Main Street corridor. The phasing plan is prioritized by the individual district's need for improvement, as well as the overall good of Tipp City.







Appendix - Meeting Minutes

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